

# **BookletChart<sup>TM</sup>**

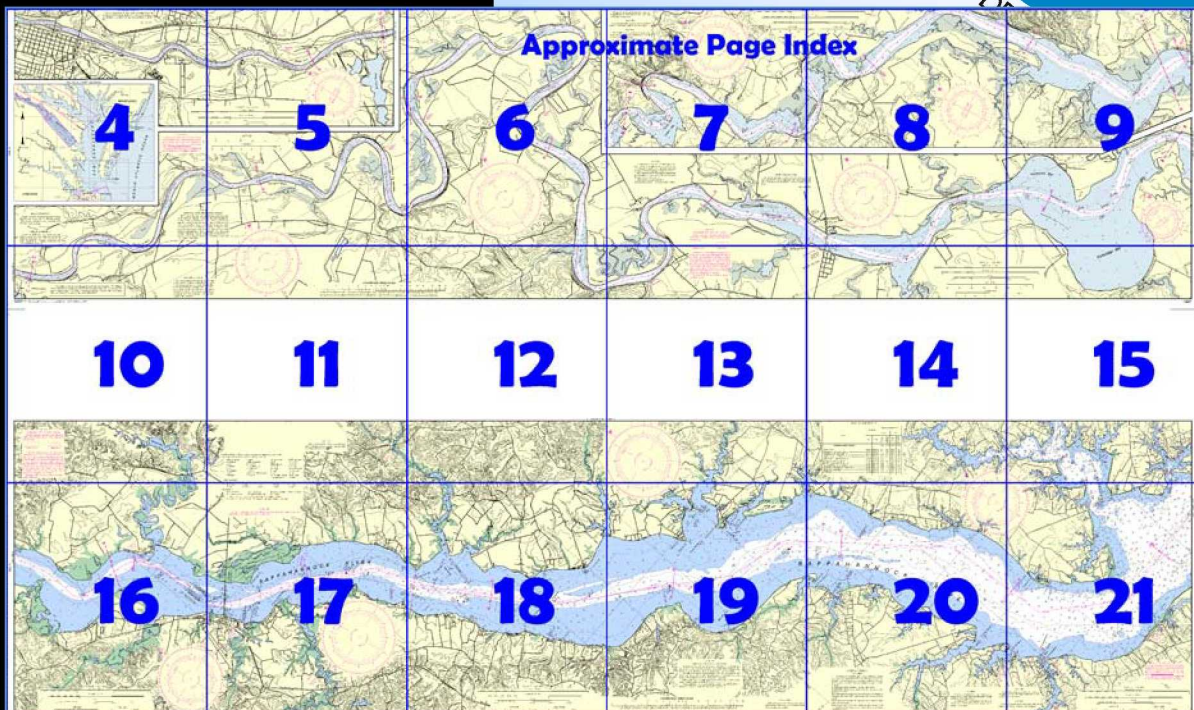
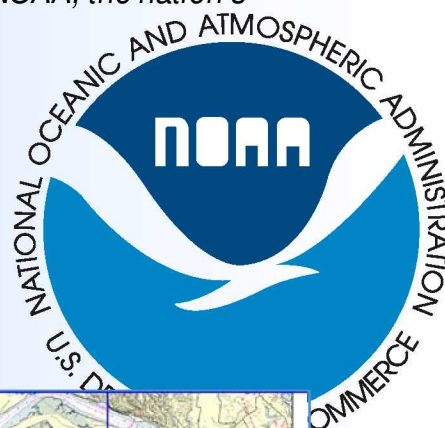
## **Rappahannock River - Corrotoman River to Fredericksburg VA**

**(NOAA Chart 12237)**



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

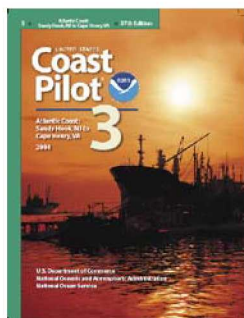
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 3, Chapter 11 excerpts]**

(111) **Rappahannock River** has depths of 15 feet to the bridge at Tappahannock; a channel 12 feet deep to Fredericksburg; 8½ feet from the bridge at Tappahannock to Port Royal, 9 feet to the Fredericksburg Bar, 6½ feet to Steamboat Wharf and 4 feet to the Standard Oil Wharf at Fredericksburg.

(112) vessels anchor near the channel - the bottom is soft. Carter and Urbanna Creeks are used by small craft.

(115) The **currents** follow the channel. The

velocities are weak, averaging less than 1 knot at the entrance to 1.4 knots at Tappahannock.

(118) places for supplies are Broad Creek, Carter Creek, and Urbanna Creek.

(121) Depths of 10 feet can be carried across Rappahannock Spit; 0.4 mile outside the light, a buoyed lane extends through the fishtraps for

lightdraft vessels.

(123) **Broad Creek**. A dredged channel marked by lights and daybeacon, leads from Rappahannock River to depths of 7 to 5 feet inside; the entrance channel had a depth of 5.3 feet. gasoline, diesel fuel, water, ice, a sewage pump-out station, and marine supplies are available.

(125) **Locklies Creek** has depths of 5 feet through a marked entrance decreasing to 2 feet inside. Some marine supplies, gasoline, a sewage pump-out station, and berths are available.

(130) depths of the channels in Carter Creek are 15 feet in the entrance, 12 feet in Eastern Branch to the wharves at Irvington, and 9 feet in **Carter Cove**. The entrance is marked by lights and daybeacons.

(132) **Corrotoman River** has depths of 14 feet to the junction of Eastern and Western Branches. The channel is obstructed by shoal spits and middle grounds.

(133) **Whitehouse Creek** has depths of 7 feet to **Bertrand. Town Creek** has depths of 2 to 4 feet. Gasoline is available near the head.

**Taylor Creek** has depths of 2 to 5 feet in the entrance and 4 to 8 feet inside.

(134) **Eastern Branch** has depths of 13 feet for 1.4 miles, thence 8 feet for 1.5 miles. **Western Branch** has depths of 12 feet for 2.5 miles, thence 5 feet for 2 miles.

(135) A cable ferry crosses Western Branch from **Ottoman Wharf** to **Merry Point**. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(138) A channel leads from Rappahannock River to a basin and wharves below the bridge; the depths were 5.8 feet in the channel (7.5 feet at midchannel) and 7.8 to 8.3 feet in the basin. Above this point, depths of 6 feet for about 0.7 mile. The marked entrance is protected by a riprap jetty on the north.

(139) Urbanna. Marine supplies, fuel, pump-out station, and berths are available.

(140) A "no wake" **speed limit** is in effect in Urbanna Creek.

(142) **Lagrange Creek** has depths of 7 feet in the marked entrance and 4 feet to a boyard. Gasoline and supplies are obtainable. The wharf has depths of 4 feet.

(143) **Greenvale Creek**. A dredged channel, marked by a light and daybeacons, leads to a landing; the midchannel depth was 6.7 feet from the entrance to Daybeacon 14; 5 feet to the landing. Gasoline and supplies are available.

(145) **Deep Creek** has depths of 2 feet across the flats at the entrance and 3 to 5 feet in the branches. Gasoline is available at an oysterhouse at **Boer**.

(146) **Mulberry Creek** had depths of 4 feet in the dredged cut at the entrance and for 1 mile upstream. A light marks the west side of the entrance. Gasoline and supplies are obtainable at **Morattico**.

(147) **Lancaster Creek** has depths of 5 feet in the marked entrance, and from 4 to 2 feet for 4 miles to **Woodhouse Landing**. A marina on the west side has 3 feet in its basin; supplies are available.

(150) A small-boat harbor is at **Wildwood Beach**. The entrance is protected on the north by a jetty, and on the south by a point of land. A light is off the jetty; the depth was 4½ feet. Gasoline, diesel fuel, water, ice, marine supplies.

(152) **Totuskey Creek** is entered by a marked channel to a turning basin below the Totuskey Bridge; the channel had a depth of 5 feet from the entrance to the Bridge, thence 3 feet. A timber-and-bush dike on the northeast side is barely visible. **Totuskey Bridge** is a span with a clearance of 10 feet

(154) **Piscataway Creek** has depths of 4 feet in the entrance with greater depths for 5 miles upstream.


(155) **Hoskins Creek**. A marked dredged channel extends from the entrance to a turning basin 0.4 mile above the mouth, thence to the highway bridge; the depth was 3.6 feet (5.7 feet at midchannel) in the entrance channel to the mouth of the creek; 6.4 feet (9.0 feet at midchannel) to the turning basin; 2.1 to 10.0 feet in the basin; 5.7 feet (9.0 feet at midchannel) to the highway bridge. The bridge has a clearance of 8 feet. A "no wake" **speed limit** is enforced

Table of Selected Chart Notes

HEIGHTS


Heights in feet above Mean High Water.

DISTANCES

Mileage distances from the mouth of the Rappahannock River, between Stingray Point and Windmill Point are in International Nautical Miles, and are indicated thus: 

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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Courses are TRUE and must be CORRECTED for any variation and compass deviation.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.


CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING



The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:   


Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  (Accurate location)  (Approximate location)

Corrected through NM Sep. 20/03, LNM Sep. 2/03

Corrected through NM Sep. 20/03, LNM Sep. 2/03

Corrected through NM Sep. 20/03, LNM Sep. 2/03

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.477" northward and 1.115" eastward to agree with this chart.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1)

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."


Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: 

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:  
USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.  
USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
			Flood		Ebb	
	Lat.	Long.	Direction (true)	Average velocity	Direction (true)	Average velocity
RAPPAHANNOCK RIVER			deg.	knots	deg.	knots
Towles Point .....	37°38'N	76°30'W	274	0.6	103	0.5
Rogue Point, 0.8 mile WNW. of .....	37°40'N	76°33'W	0	0.6	195	0.6
Waterview, 1.3 miles NNE. of .....	37°45'N	76°36'W	340	0.7	155	0.6
Tarpley Point, 1.5 miles south of .....	37°48'N	76°39'W	300	0.7	105	0.7
Jones Point, 1.4 miles NNW. of .....	37°48'N	76°42'W	315	1.1	105	0.9
Sharps, 1.2 miles south of .....	37°48'N	76°42'W	290	0.9	95	0.8
Bowlers Rock, 0.2 mile north of .....	37°50'N	76°44'W	315	1.0	135	1.1
Accaceek Point, 0.3 mile SW. of .....	37°53'N	76°47'W	335	1.2	150	1.0
Tappahannock Bridge, 1.8 miles SE. of .....	37°55'N	76°49'W	315	1.4	105	1.3
Tappahannock Bridge .....	37°56'N	76°51'W	315	1.3	135	1.2
Port Royal .....	38°10'N	77°11'W	310	0.7	130	0.7

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD / Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

\* Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Manassas, Va.	KHB-36	162.55 MHz	24 hours daily
Salisbury, Md.	KEC-92	162.475 MHz	24 hours daily
Norfolk, Va.	KHB-37	162.55 MHz	24 hours daily
Heathsville, Va.	WXM-57	162.40 MHz	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL WARNING
Hampton Roads, Va.	NMN-80	2670 kHz	8:33 AM & 9:03 PM	* Recorded

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

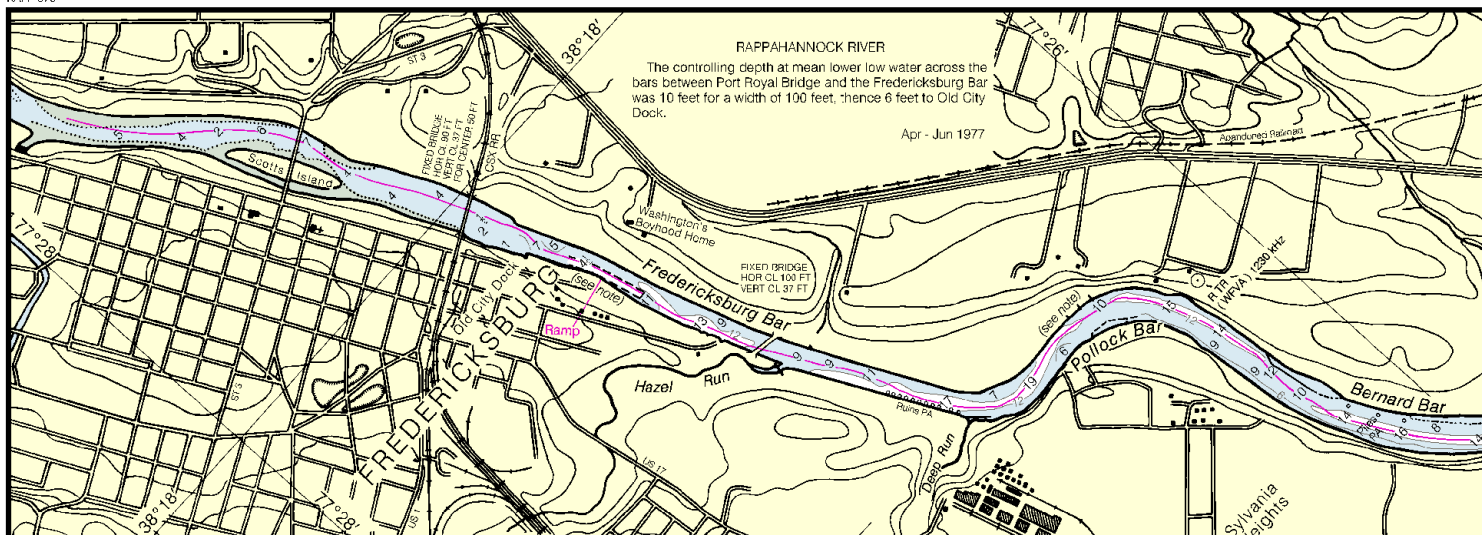
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

DEPTH	LOCATION	SERVICES										SUPPLIES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		APPROACH-DEE (REPORTED)	ALONGSIDE-DEE (REPORTED)	RAMP ELECTRIC (TANKING)	REPAIRS SURFACED NATURAL FLOORS BENTHS	MARINE HULL-MOTOR	HOAT RENTAL	FOOD-LOGGING-CAMPING	TOILET-SHOWER-TOILET	WINTER STORAGE	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST	WATER-CHEST

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY LARGE MAGENTA NUMBERS.  
THE TABULATED "APPROACH DEPTH" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

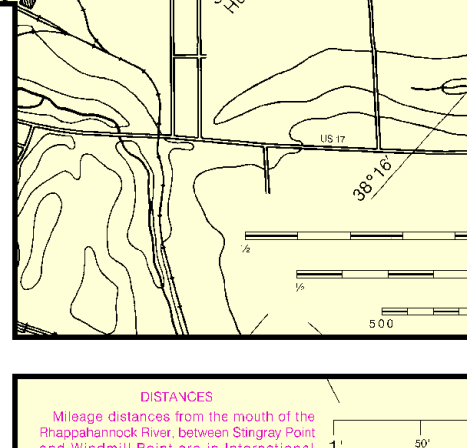
KAPP 578



NAUTICAL CHART DIAGRAM



Joins page 10



DISTANCES  
Mileage distances from the mouth of the Rappahannock River, between Stingray Point and Windmill Point are in International

4



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

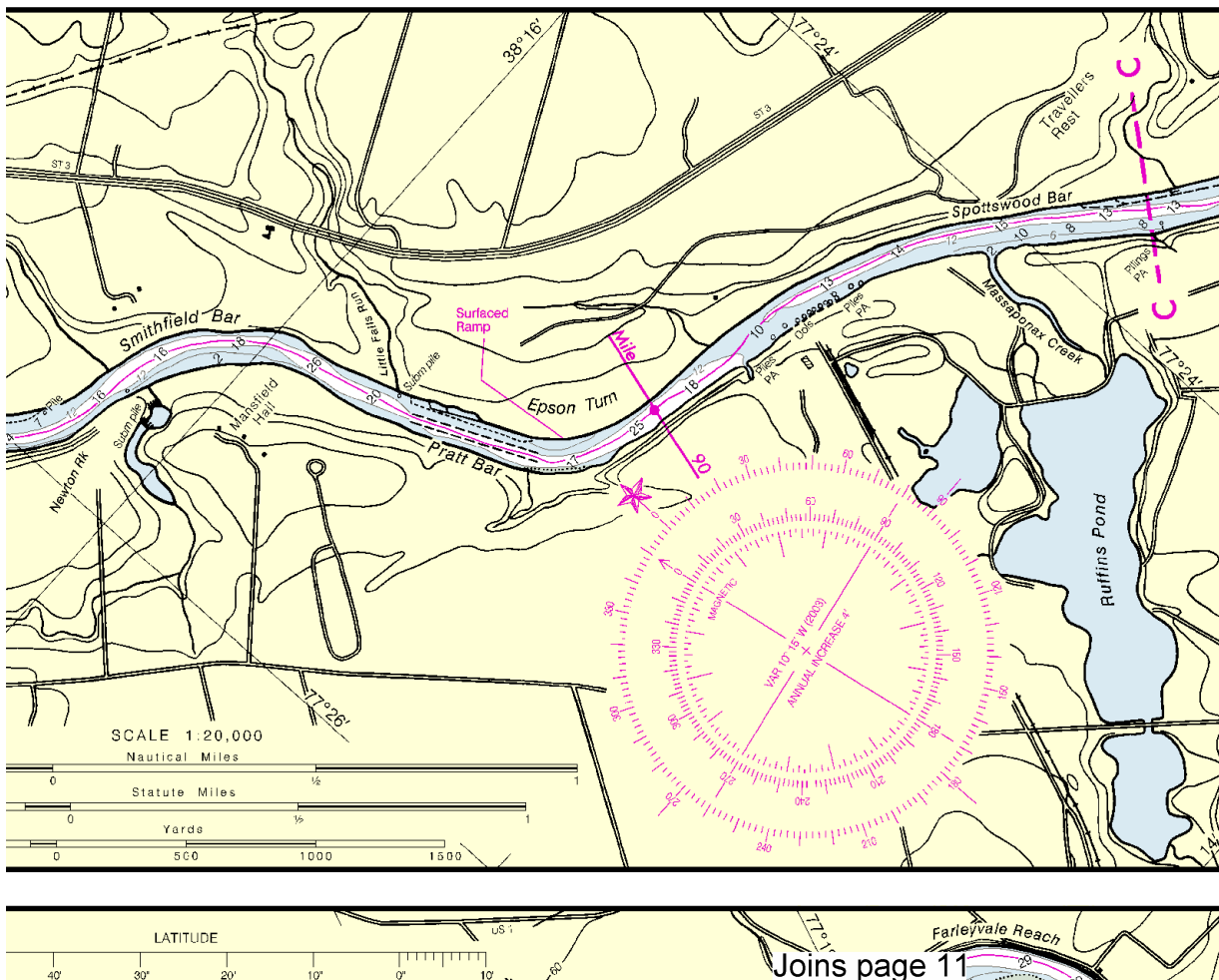
See Note on page 5.



HAUPTON ROADS (Sewells Pt.), VA.  
 Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.  
 To predict local time, apply the time difference listed in the facility tabulations to these low predictions.

AUGUST 2003			SEPTEMBER 2003			OCTOBER 2003			NOVEMBER 2003		
Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0508	0.0	16	0938	0.2	1	0302	2.6	16	0129	2.1
F	1111	2.7	Sa	1155	0.4	10	0638	2.3	17	0129	2.1
2	1201	0.1	16	0938	0.2	11	0703	2.7	18	0129	2.1
3	0547	0.0	17	0010	2.3	12	0740	2.4	19	0129	2.1
4	0108	2.6	18	0050	2.3	13	0740	2.4	20	0129	2.1
5	0015	2.7	19	0135	2.2	14	0740	2.4	21	0129	2.1
6	0032	2.3	20	0205	2.3	15	0740	2.4	22	0129	2.1
7	0047	0.0	21	0101	2.5	16	0740	2.4	23	0129	2.1
8	0053	2.3	22	0147	2.5	17	0740	2.4			
9	0059	2.9	23	0234	2.5	18	0740	2.4			
10	0105	2.9	24	0321	2.5	19	0740	2.4			
11	0112	2.9	25	0408	2.5	20	0740	2.4			
12	0119	2.9	26	0455	2.5	21	0740	2.4			
13	0126	2.9	27	0542	2.5	22	0740	2.4			
14	0133	2.9	28	0629	2.5	23	0740	2.4			
15	0140	2.9	29	0716	2.5						
16	0147	2.9	30	0803	2.5						
17	0154	2.9									
18	0201	2.9									
19	0208	2.9									
20	0215	2.9									
21	0222	2.9									
22	0229	2.9									
23	0236	2.9									
24	0243	2.9									
25	0250	2.9									
26	0257	2.9									
27	0304	2.9									
28	0311	2.9									
29	0318	2.9									
30	0325	2.9									
31	0332	2.9									

DECEMBER 2003			JANUARY 2004		
Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1	0311	2.3	16	0129	2.1
2	0318	2.3	17	0129	2.1
3	0325	2.3	18	0129	2.1
4	0332	2.3	19	0129	2.1
5	0339	2.3	20	0129	2.1
6	0346	2.3	21	0129	2.1
7	0353	2.3	22	0129	2.1
8	0400	2.3	23	0129	2.1
9	0407	2.3	24	0129	2.1
10	0414	2.3	25	0129	2.1
11	0421	2.3	26	0129	2.1
12	0428	2.3	27	0129	2.1
13	0435	2.3	28	0129	2.1
14	0442	2.3	29	0129	2.1
15	0449	2.3	30	0129	2.1
16	0456	2.3	31	0129	2.1
17	0503	2.3			
18	0510	2.3			
19	0517	2.3			
20	0524	2.3			
21	0531	2.3			
22	0538	2.3			
23	0545	2.3			
24	0552	2.3			
25	0559	2.3			
26	0606	2.3			
27	0613	2.3			
28	0620	2.3			
29	0627	2.3			
30	0634	2.3			
31	0641	2.3			

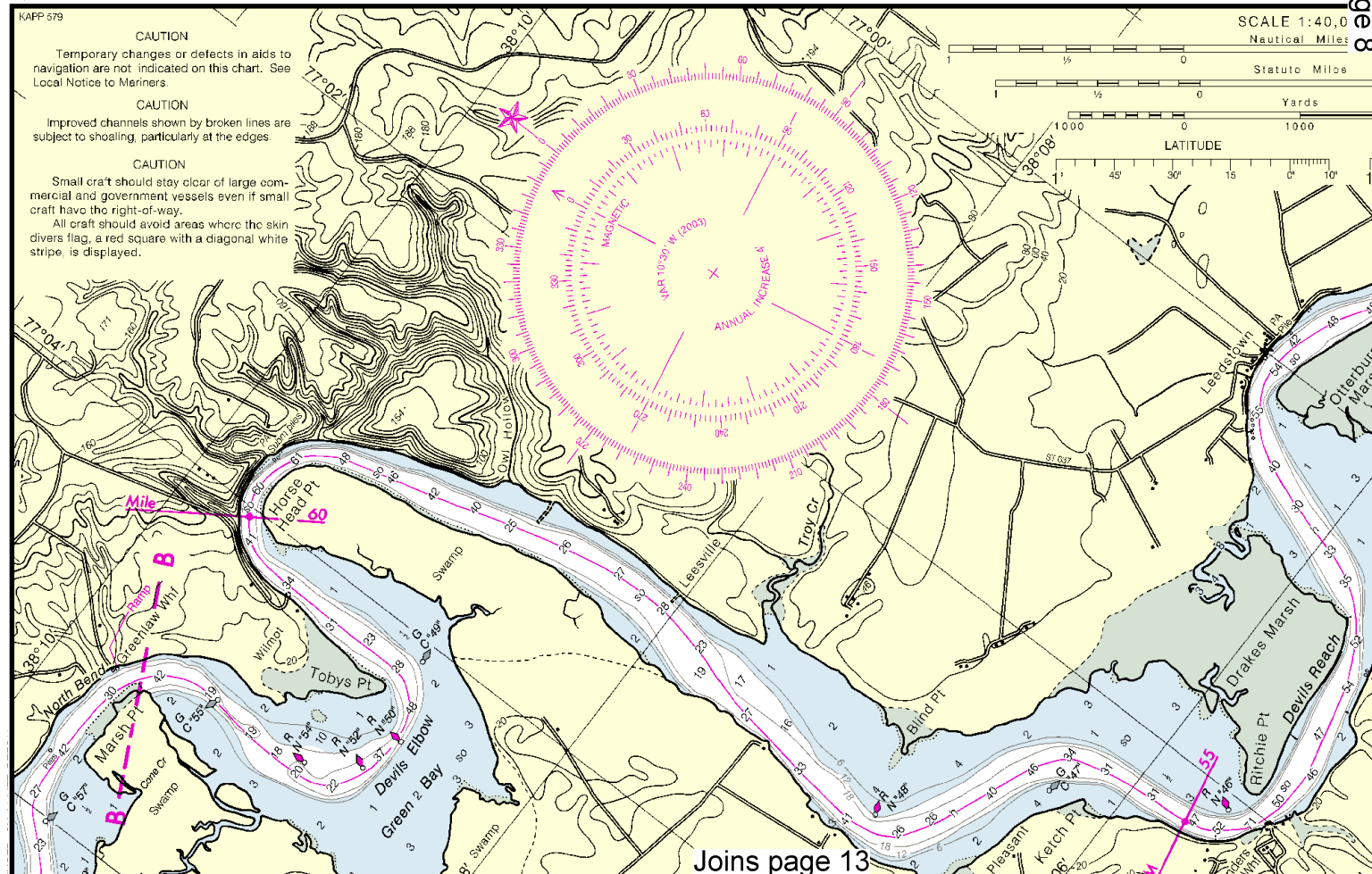




T 2004			SEPTEMBER 2004			OCTOBER 2004			NOVEMBER 2004		
Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.
h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.	
16 0312	0.3		1 0417	0.0		16 0345	0.2		1 0503	0.4	
W 0891	2.6		W 1030	2.1		W 0899	2.1		W 1017	2.4	
17 0319	0.3		1647	0.1		1705	0.4		1645	0.1	
2323	2.9		2314	0.3		2351	2.6		2327	2.7	
17 0347	0.2		2 0458	0.1		17 0423	0.2		2 0547	0.5	
1 0448	2.1		Th 1114	3.1		1 1029	3.3		Th 0950	2.1	
1554	3.3		1825	2.7		1749	2.7		1848	2.0	
2303	2.6		2336	2.7		2341	2.4		2327	2.6	
18 0421	0.2		3 0358	0.2		18 0503	0.2		3 0533	2.1	
W 1028	2.8		F 1157	3.0		W 1124	3.2		Th 0723	0.2	
1925	2.9		1055	0.5		1751	0.3		1925	2.5	
2040	2.8					2349	2.8		2025	0.3	
19 0458	0.2		4 0018	2.5		19 0548	0.3		4 0128	2.1	
Th 1105	2.9		Sw 0820	0.4		Sw 1215	3.1		Th 0729	0.3	
1719	0.9		1243	2.9		1848	0.4		1552	2.7	
1807	0.3		1352	2.7		1313	3.1		1605	2.6	
20 0533	0.2		5 0104	2.3		20 0534	2.3		20 0333	2.4	
1148	2.9		Su 0704	0.9		M 0540	0.3		F 0950	0.7	
1807	0.3		1352	2.7		1313	3.1		1605	2.6	
21 0532	2.6		6 0154	2.2		21 0134	2.4		21 0458	2.6	
Sw 0814	0.2		M 0754	0.6		Th 0741	0.4		Su 0753	0.2	
1235	3.0		1457	2.0		1418	3.0		1549	2.4	
1960	0.4		2109	0.9		2054	0.8		2310	0.1	
22 0551	2.5		7 0230	2.1		22 0242	2.3		7 0423	2.3	
Su 0711	0.3		Tu 0850	0.7		W 0850	0.3		Th 0729	0.3	
1329	3.0		1538	2.8		1590	3.0		1644	2.4	
1925	2.9		2328	2.9		2303	0.9		2354	2.6	
23 0147	2.4		8 0251	2.1		23 0256	2.4		8 0517	2.5	
W 0758	0.9		W 0850	0.8		Th 1003	0.4		Tu 1246	0.1	
1430	3.0		1850	0.8		1849	0.8		1846	2.4	
2105	0.5		2303	0.8		2307	0.3				
24 0250	0.3		9 0452	2.2		24 0256	2.2		9 0825	2.1	
Th 1105	2.9		Th 1050	0.7		1314	3.1		W 0705	0.0	
1338	3.0		1737	2.0		2355	0.6		1335	0.1	
2014	0.5		2314	0.6		2355	0.6		1802	2.4	
25 0400	2.3		10 0548	2.3		25 0504	0.3		10 0532	0.1	
W 1207	0.5		F 1148	0.9		Sw 0803	0.3		Th 0751	0.6	
1816	3.0		1816	2.7		1817	0.3		1610	0.2	
2320	0.4					1941	3.1		2010	2.3	
26 0510	0.1		11 0540	0.8		26 0515	0.8		11 0115	0.8	
Th 1117	0.2		Sw 0836	2.4		Su 0702	2.9		Th 0736	3.2	
1754	3.1		1900	2.8		1931	3.1		1420	0.1	
27 0001	0.9		12 0120	0.5		27 0140	0.1		12 0200	0.1	
Sw 0750	2.5		Sw 0750	2.8		Th 0726	0.8		Sw 0909	2.8	
1222	0.1		1353	0.4		1405	0.1		F 0823	0.1	
1854	2.2		1940	0.6		2017	3.1		1850	0.1	
28 0116	0.2		13 0158	0.4		28 0223	0.1		13 0245	0.2	
Sw 0715	2.7		M 0801	2.8		Tu 0856	3.2		Sw 0910	2.4	
1352	0.0		1407	0.3		1453	0.1		1615	0.2	
1940	3.3		2019	2.9		2101	5.0		2024	2.2	
29 0308	0.9		14 0324	0.9		29 0322	0.1		14 0333	0.1	
Th 0839	2.9		Tu 0839	2.9		Th 0818	3.2		Sw 0910	2.4	
1418	3.0		1510	0.1		1558	0.1		M 1024	2.7	
2039	3.0		2037	2.9		2142	2.9		2222	2.3	
30 0252	0.0		15 0309	0.2		30 0342	0.1		15 0424	0.1	
W 0848	3.1		W 0918	3.1		Th 0925	3.2		Th 1028	0.2	
1710	0.3		1932	0.2		1822	0.3		1753	0.3	
2129	3.2		2125	2.9		2222	2.8		2316	2.3	
31 0335	0.0								31 0425	0.3	
Tu 0845	3.1								Su 1048	2.9	
2210	3.1								1718	0.3	
									2306	2.3	

NOAA and its partner,  
and critical corrections.  
Editions are available 5-8  
about Print-on-Demand  
he p@NauticalCharts.d  
help@OceanGrafic.com.

Ed., 1965



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1010 3/9/2010,  
NGA Weekly Notice to Mariners: 1210 3/20/2010,  
Canadian Coast Guard Notice to Mariners: n/a .

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MARINE WEATHER FORECASTS		
NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD / Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

\* Recorded

NOAA WEATHER RADIO BROADCASTS			
CITY	STATION	FREQ.	BROADCAST TIMES
Manassas, Va.	KHB-36	162.55 MHz	24 hours daily
Salisbury, Md.	KEC-92	162.475 MHz	24 hours daily
Norfolk, Va.	KHB-37	162.55 MHz	24 hours daily
Heathsville, Va.	WXM-57	162.40 MHz	24 hours daily

#### BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL WARNING
Hampton Roads, Va.	NMN-80	2670 kHz	8:33 AM & 9:03 PM	* Recorded

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

#### PUBLIC BOATING INSTRUCTION PROGRAMS

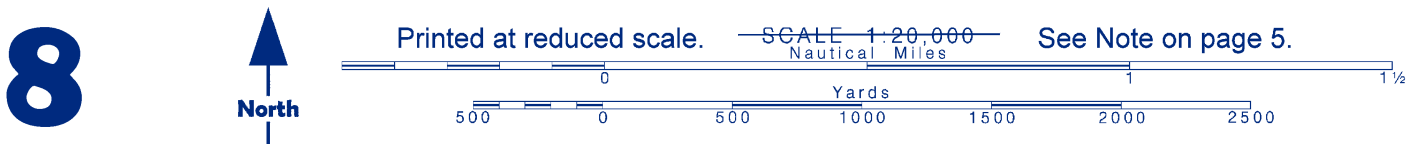
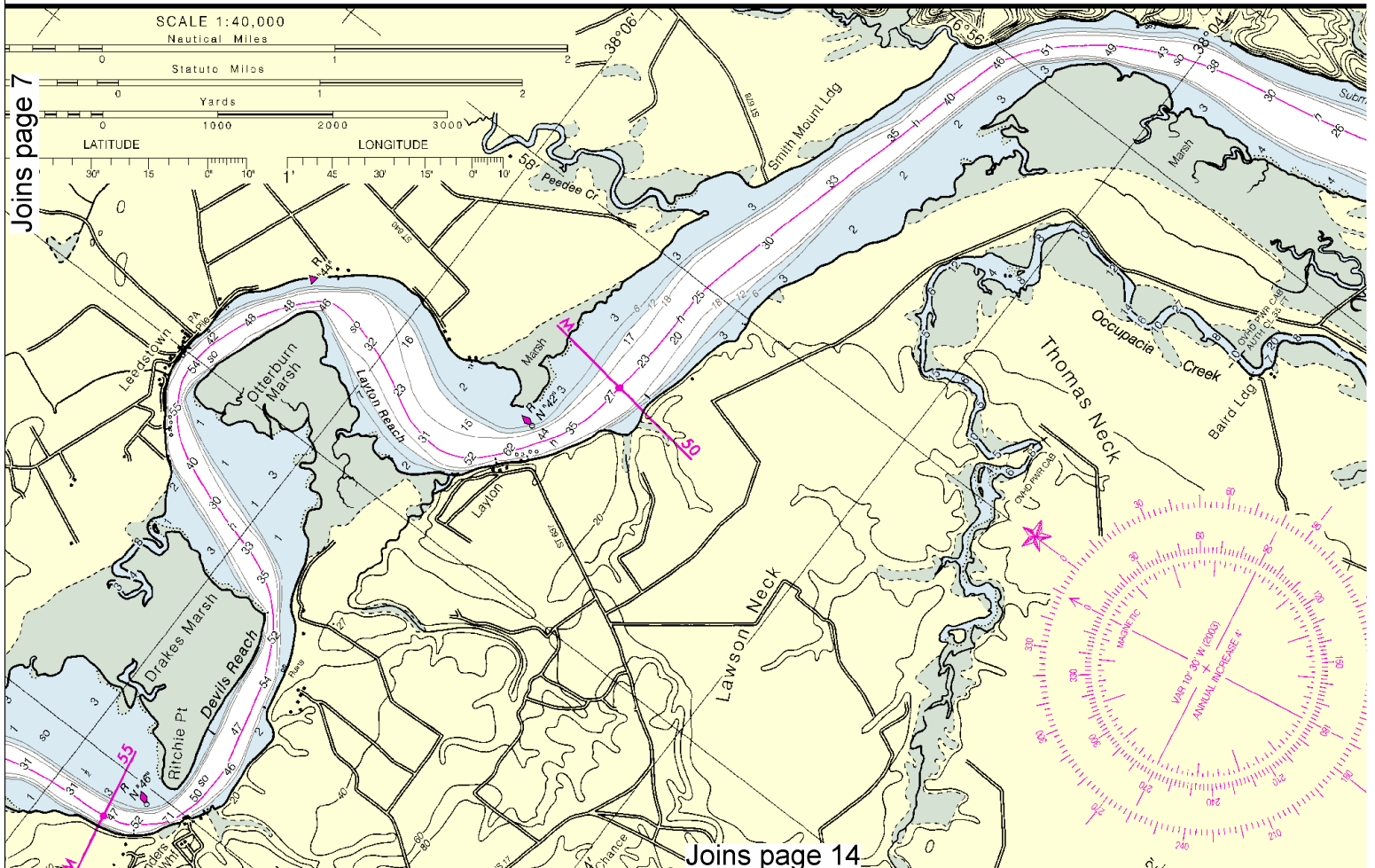
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

#### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



MERCATOR PROJECTION AT SCALE 1:20,000 & 40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1)

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



# NAUTICAL CHART 12237

## VIRGINIA RAPPAHANNOCK RIVER CORROTOMAN RIVER TO FREDERICKSBURG



NSN 7642014010364

NIMA REFERENCE NO. 12XHA12237

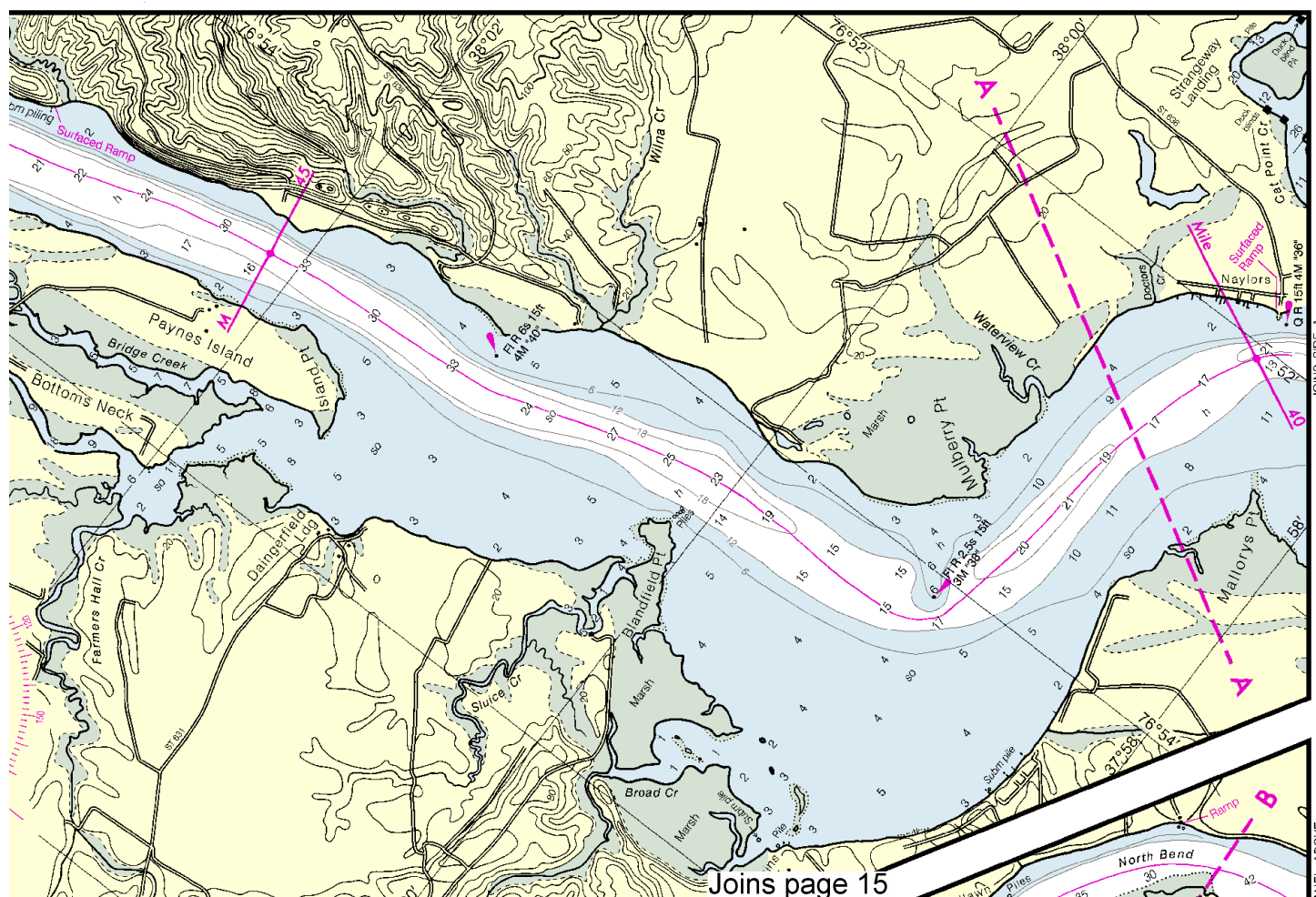


ED. NO. 27

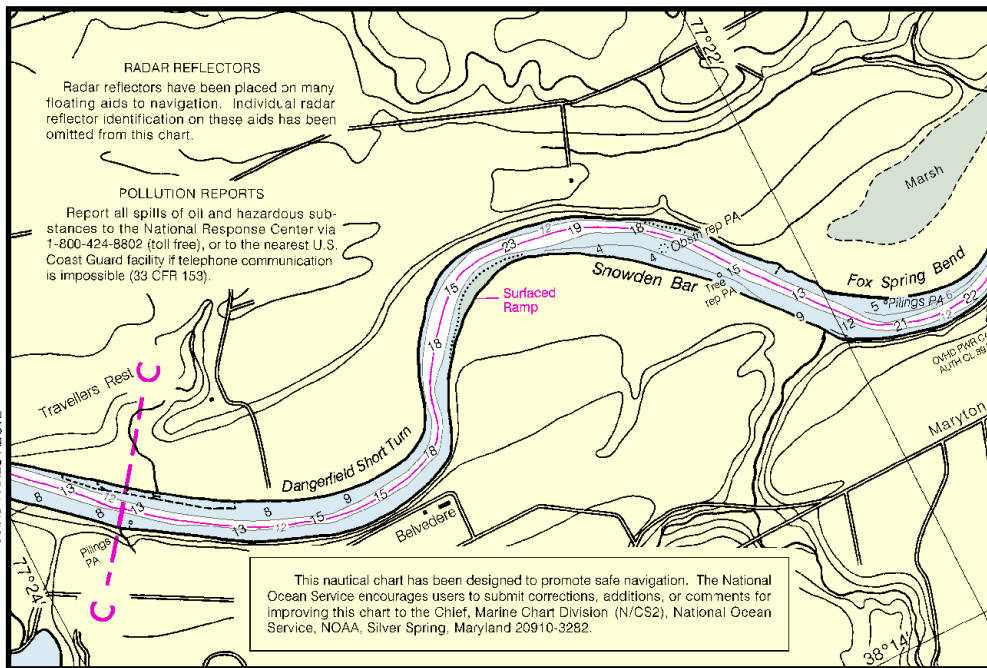
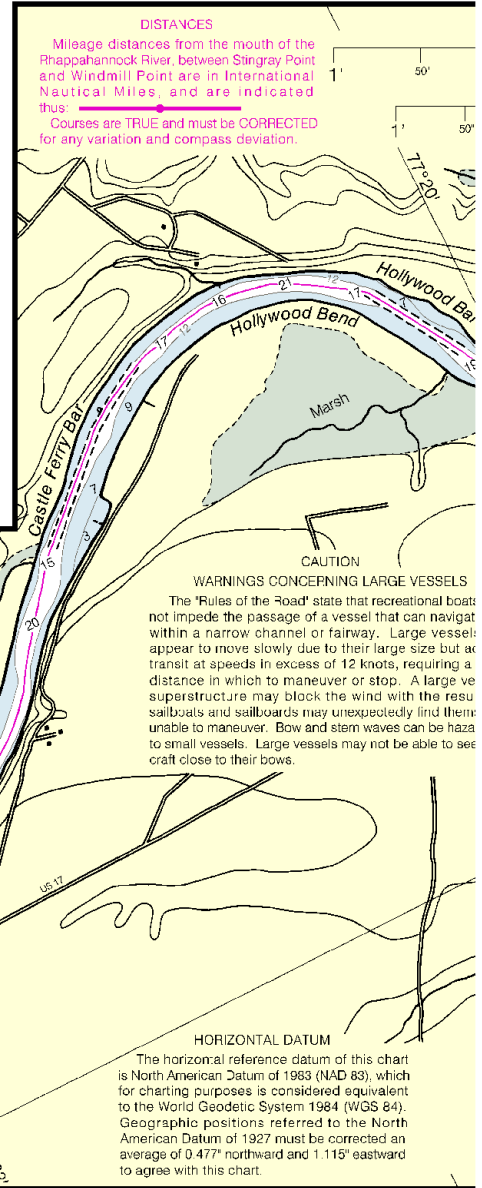
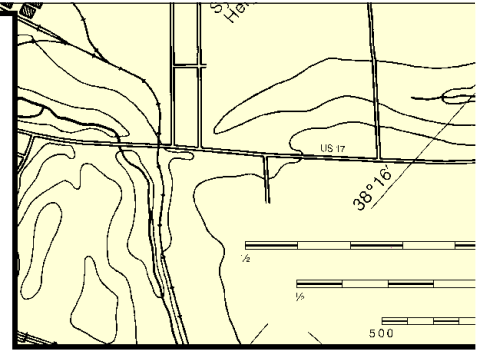
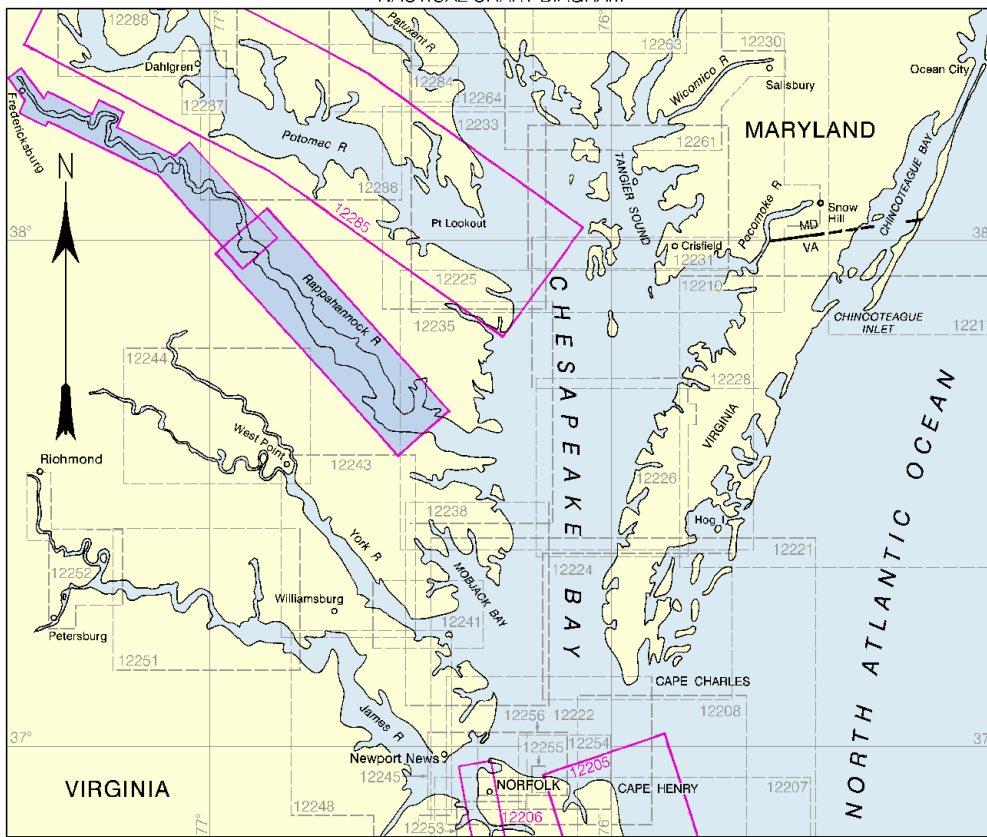
Chart 12237 27th Ed., Sep./03  
Corrected through NM Sep. 20/03, LNM Sep. 2/03

Published at Washington, D.C.

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

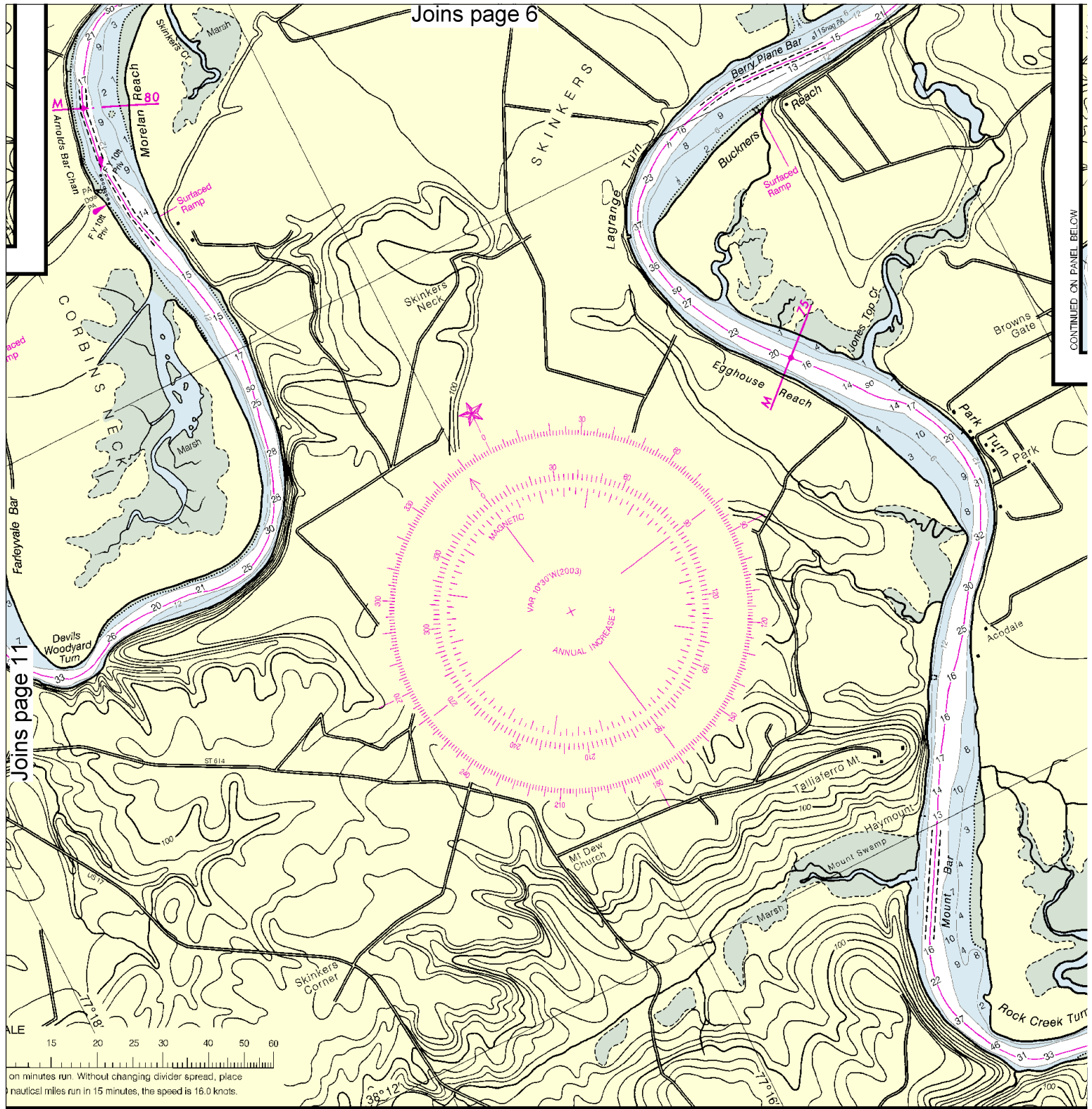


SIDE B



12237 27th Ed., Sep./03; Corrected through NM Sep. 20/03, LNM Sep. 2/03





Joins page 18

12

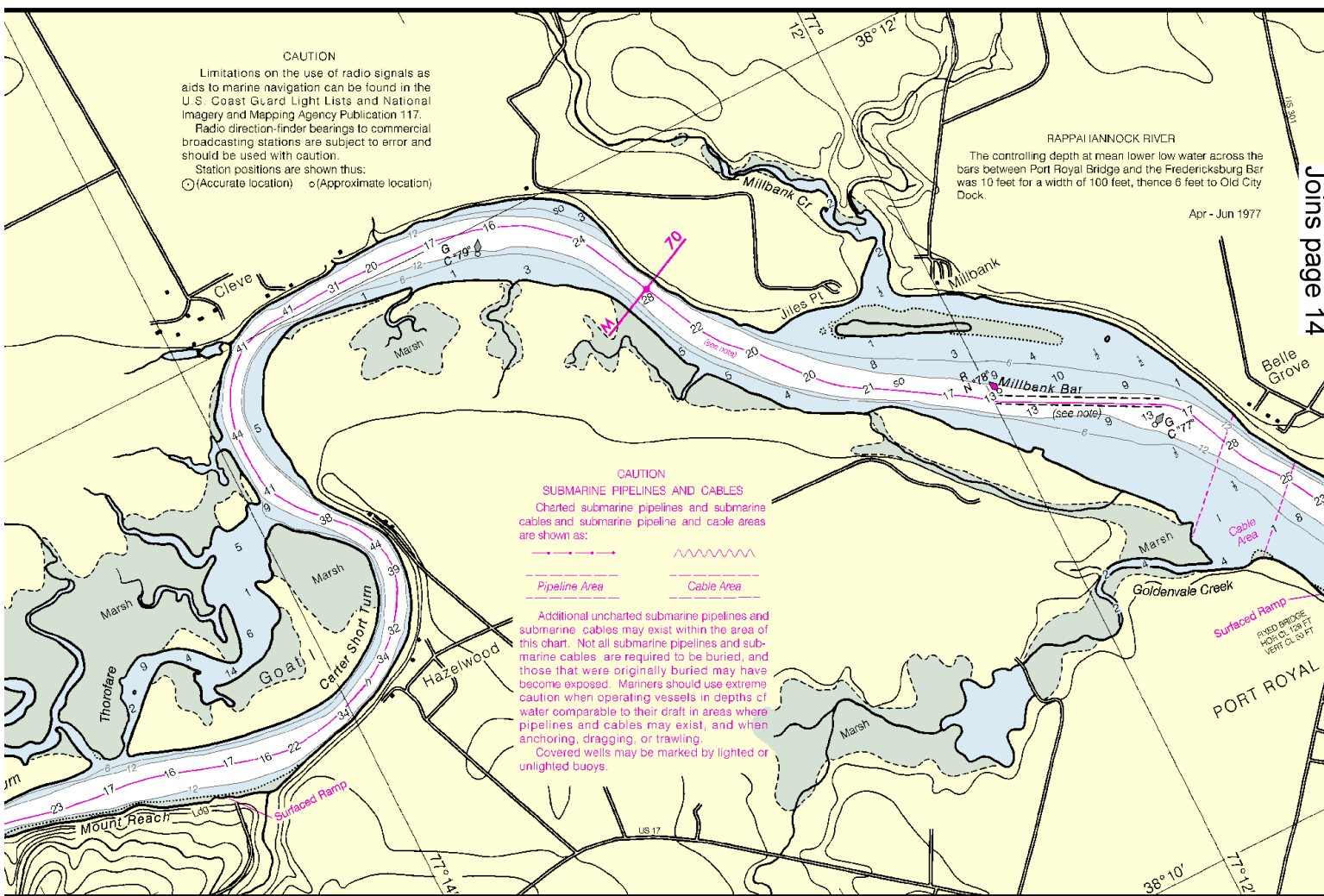
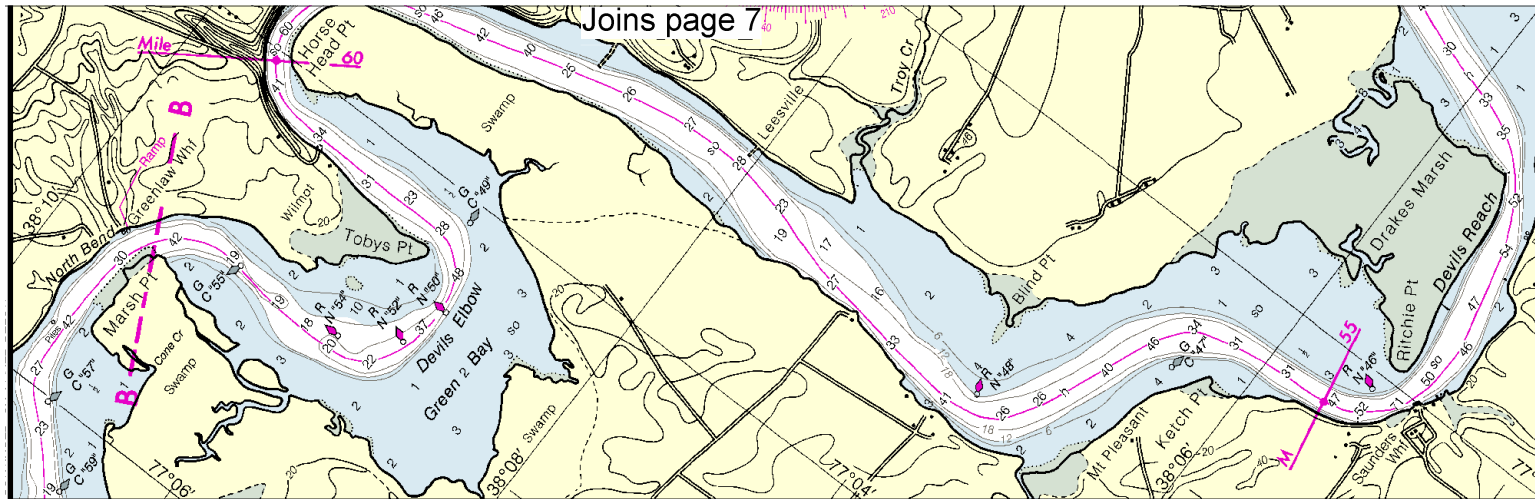


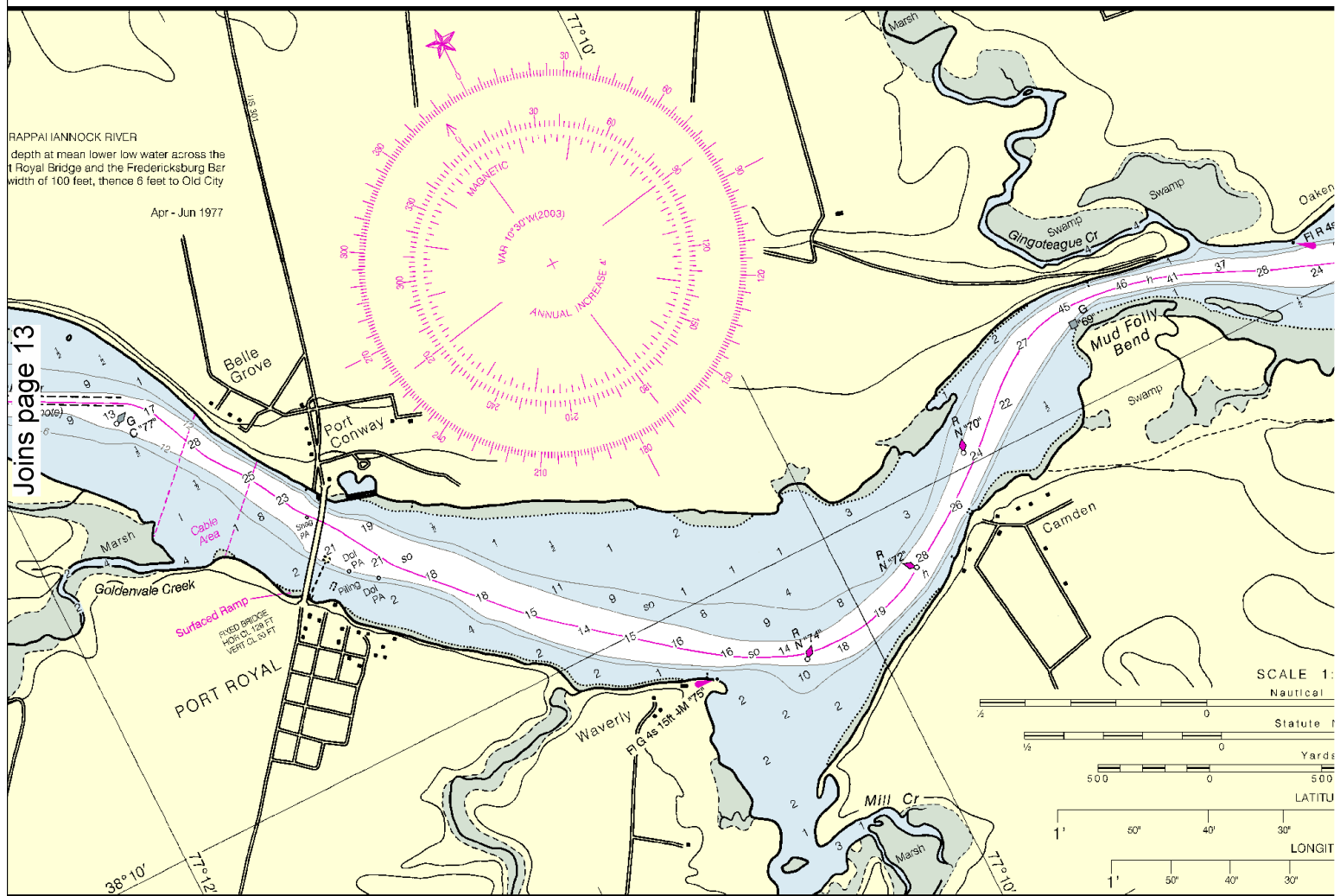
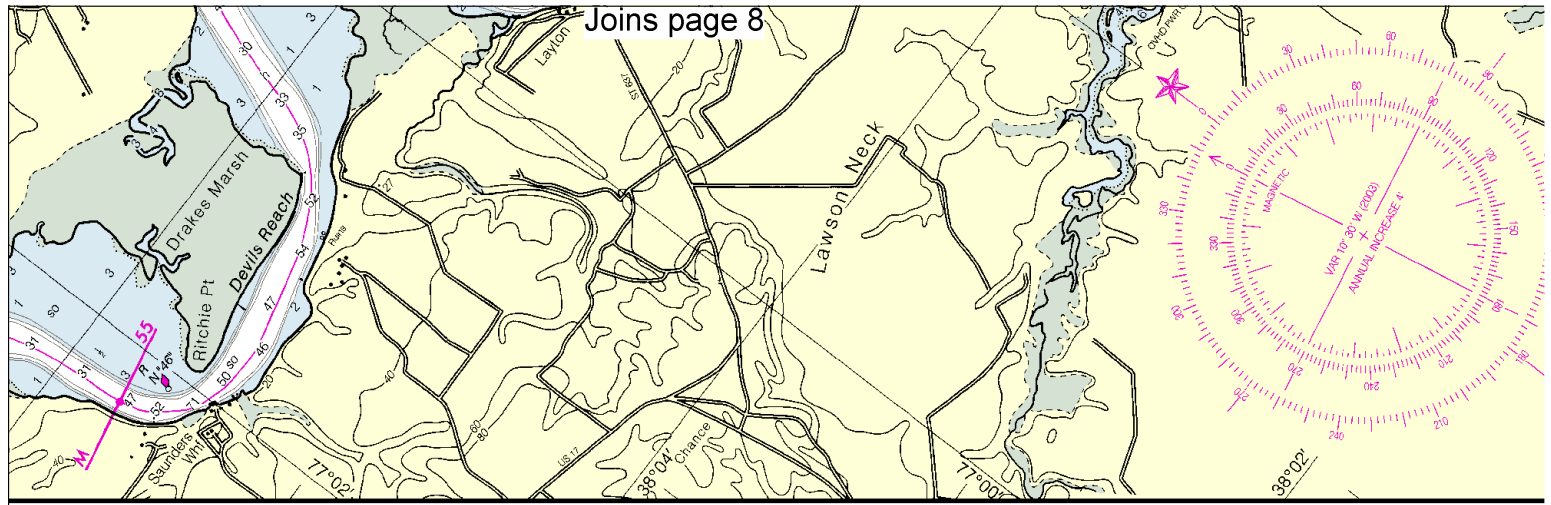
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 20

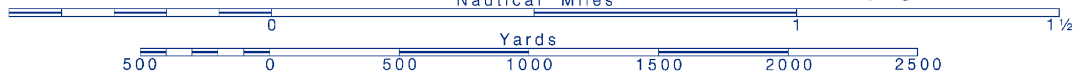
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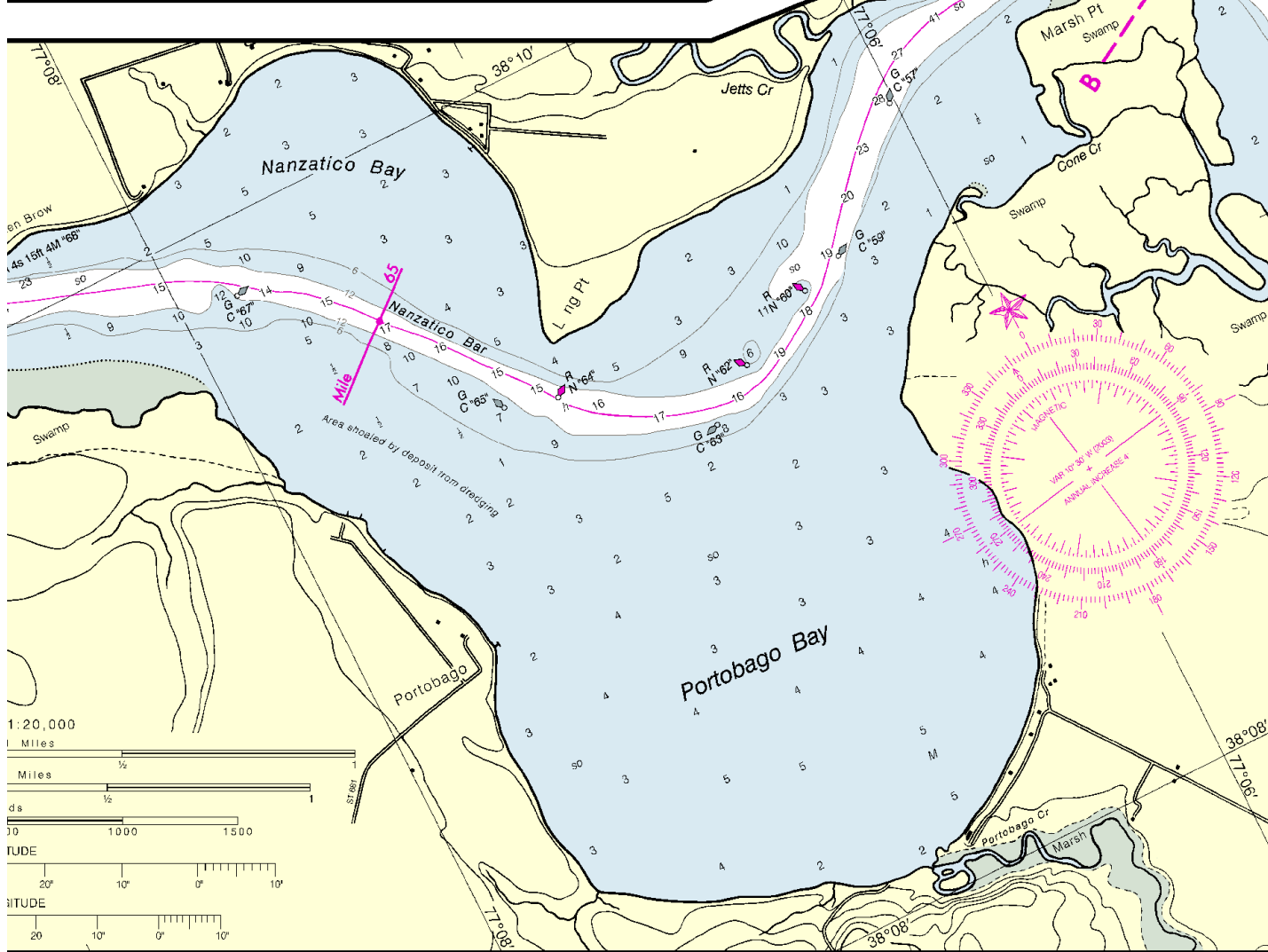
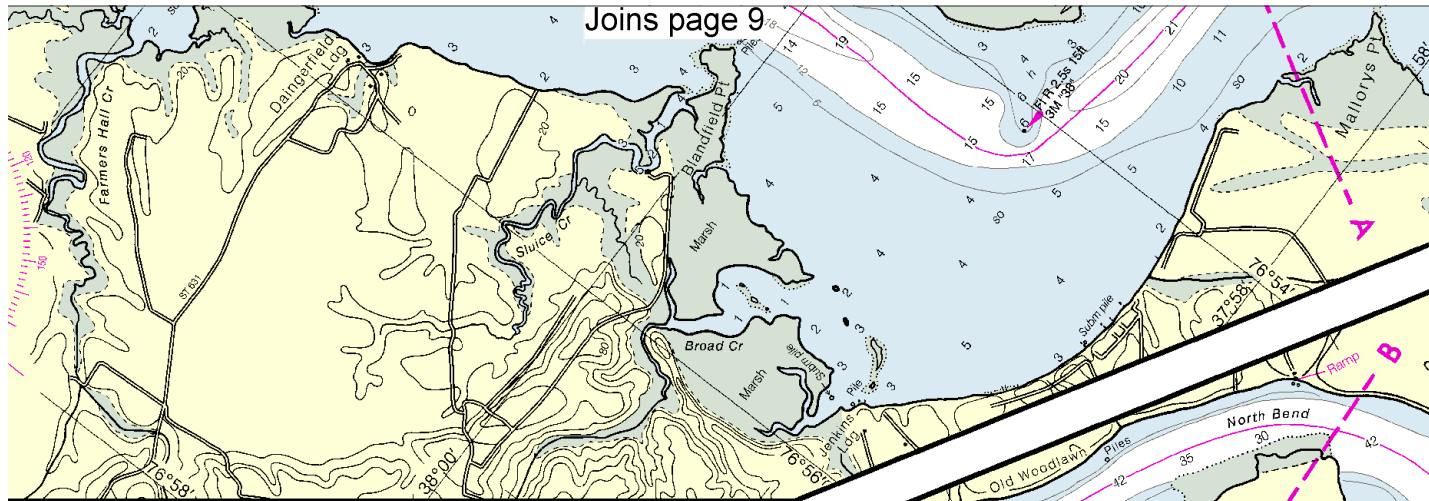


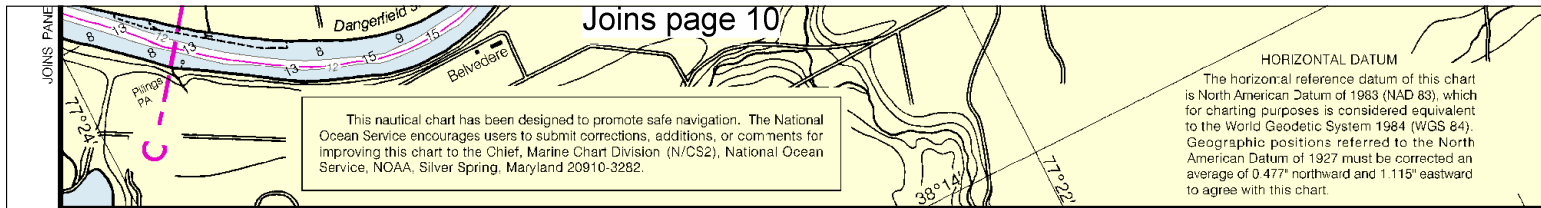
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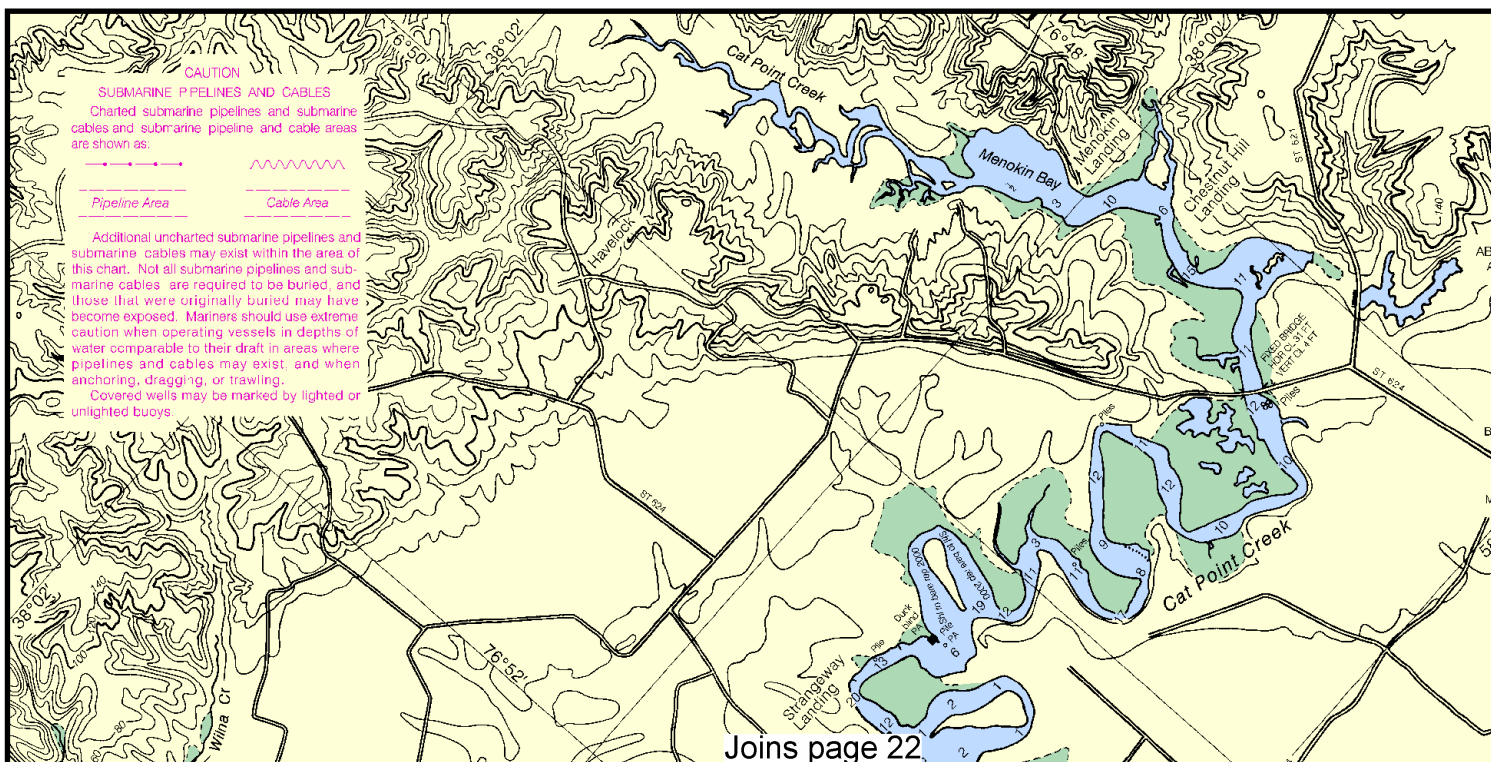
See Note on page 5.







12237 27th Ed., Sep./03; Corrected through NM Sep. 20/03, LNM Sep. 2/03



16

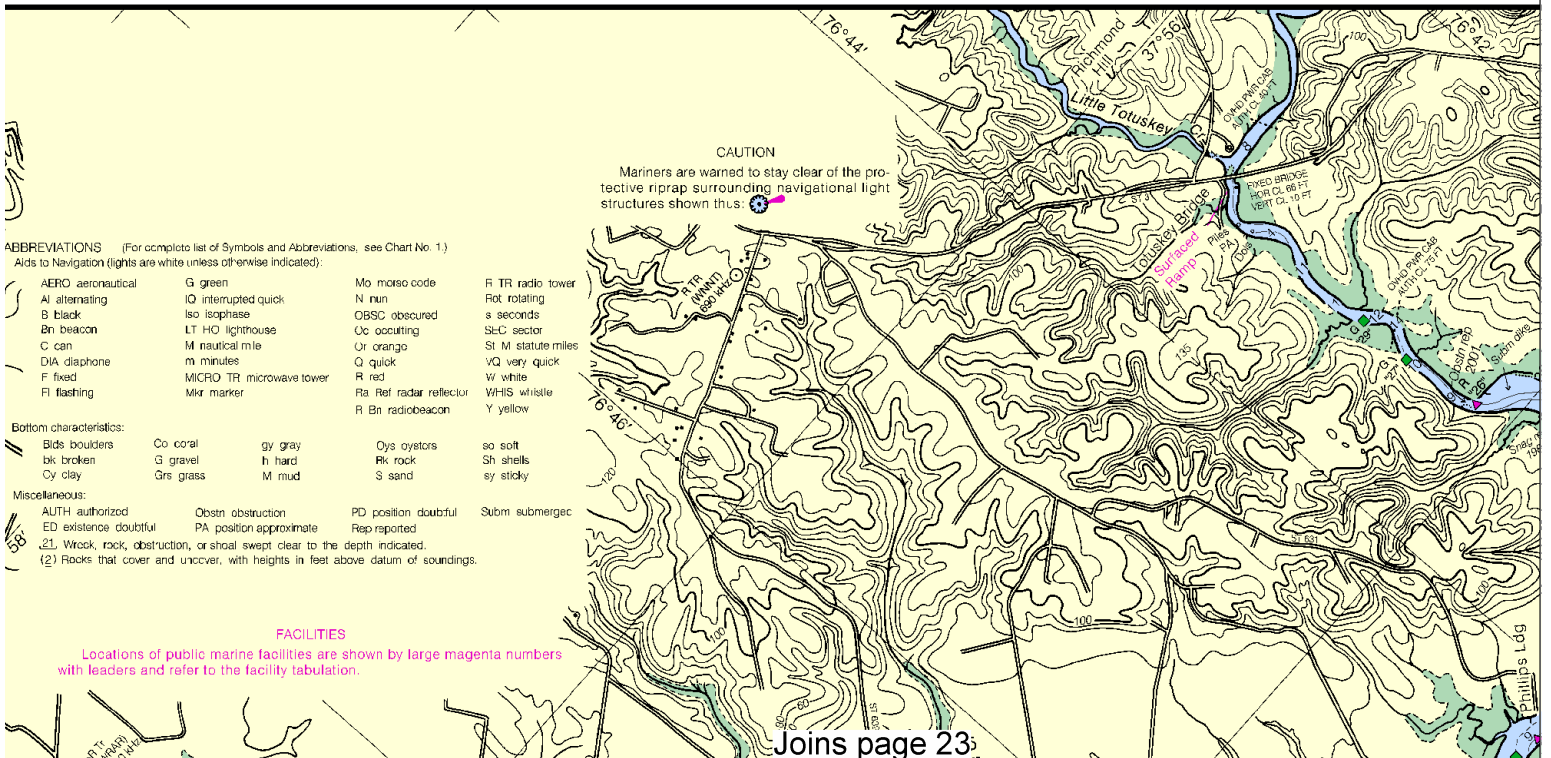
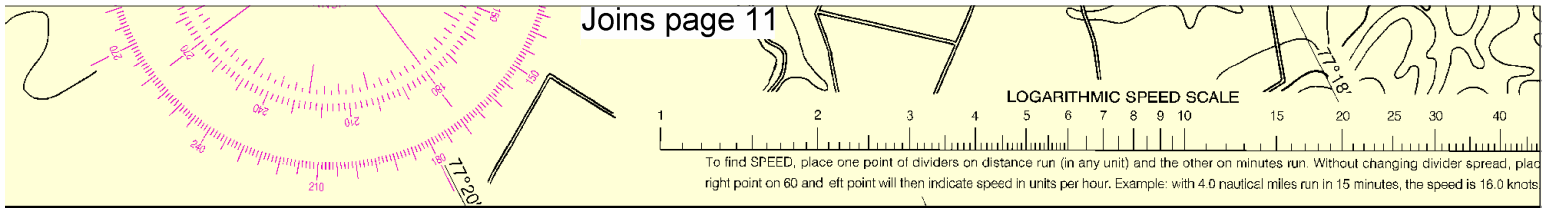


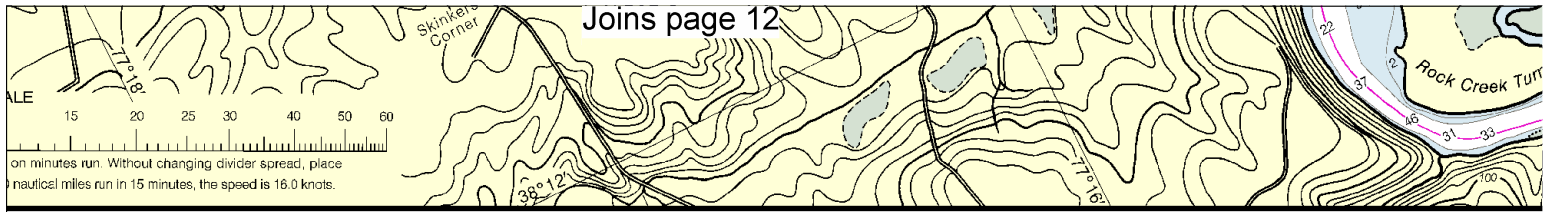
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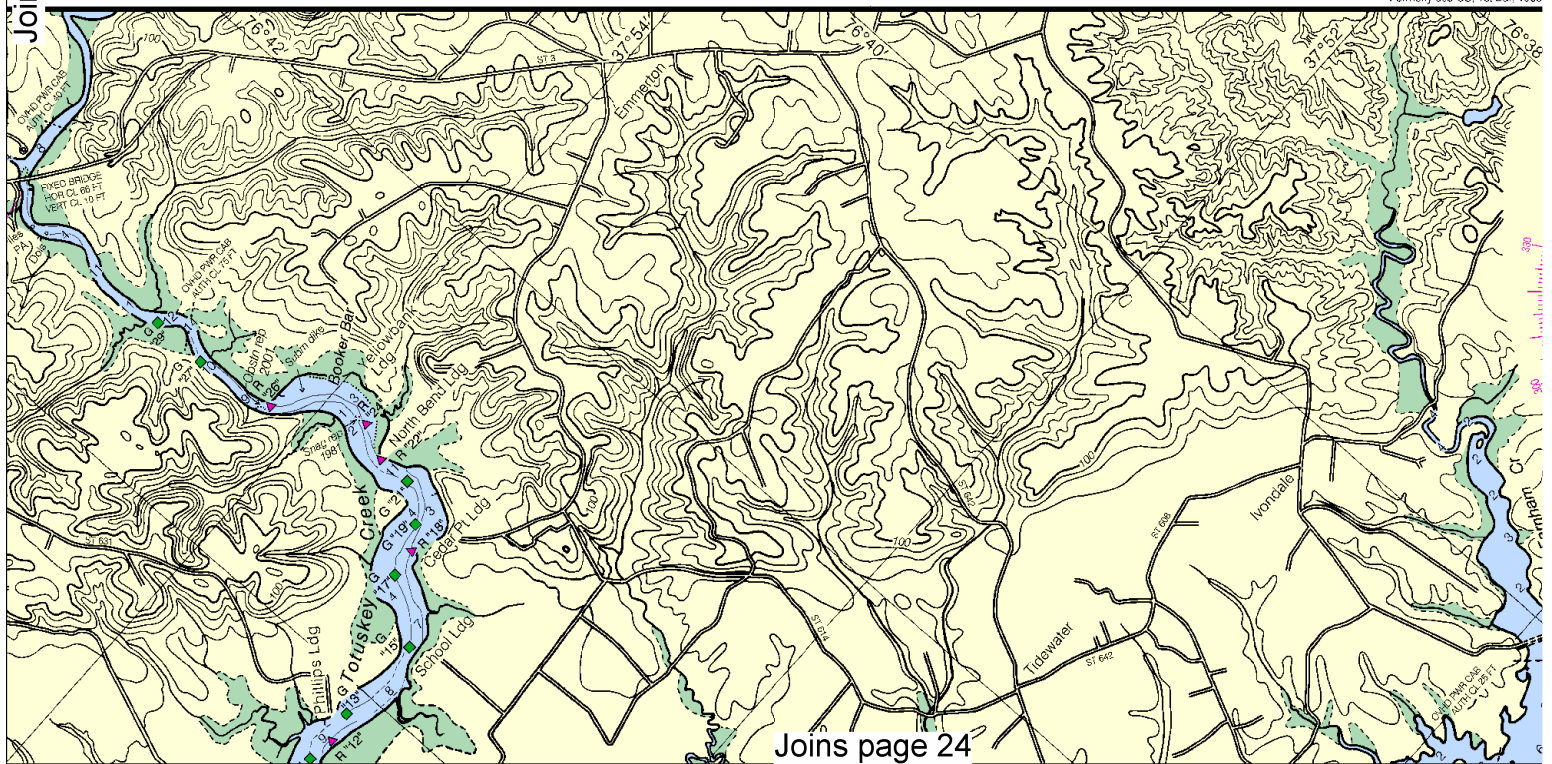
See Note on page 5.







Joins page 17



18

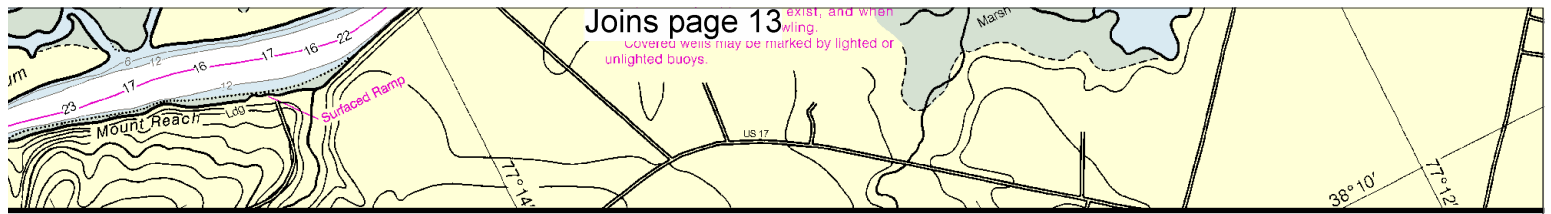


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See Note on page 5.

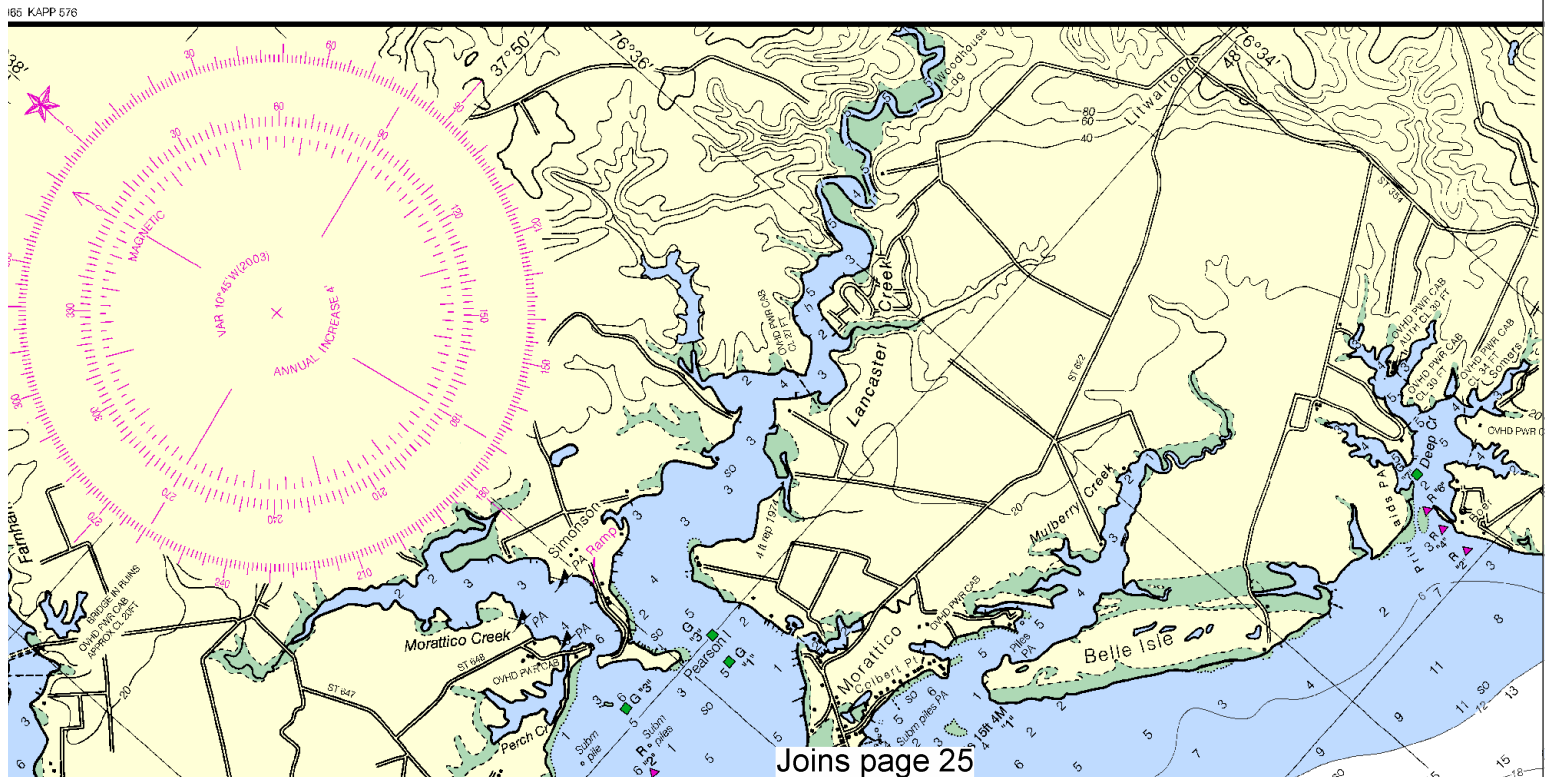


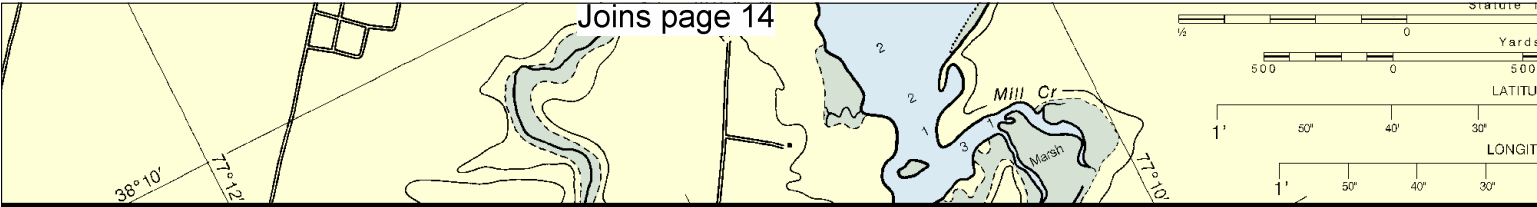


**Joins page 13** exist, and when wing.

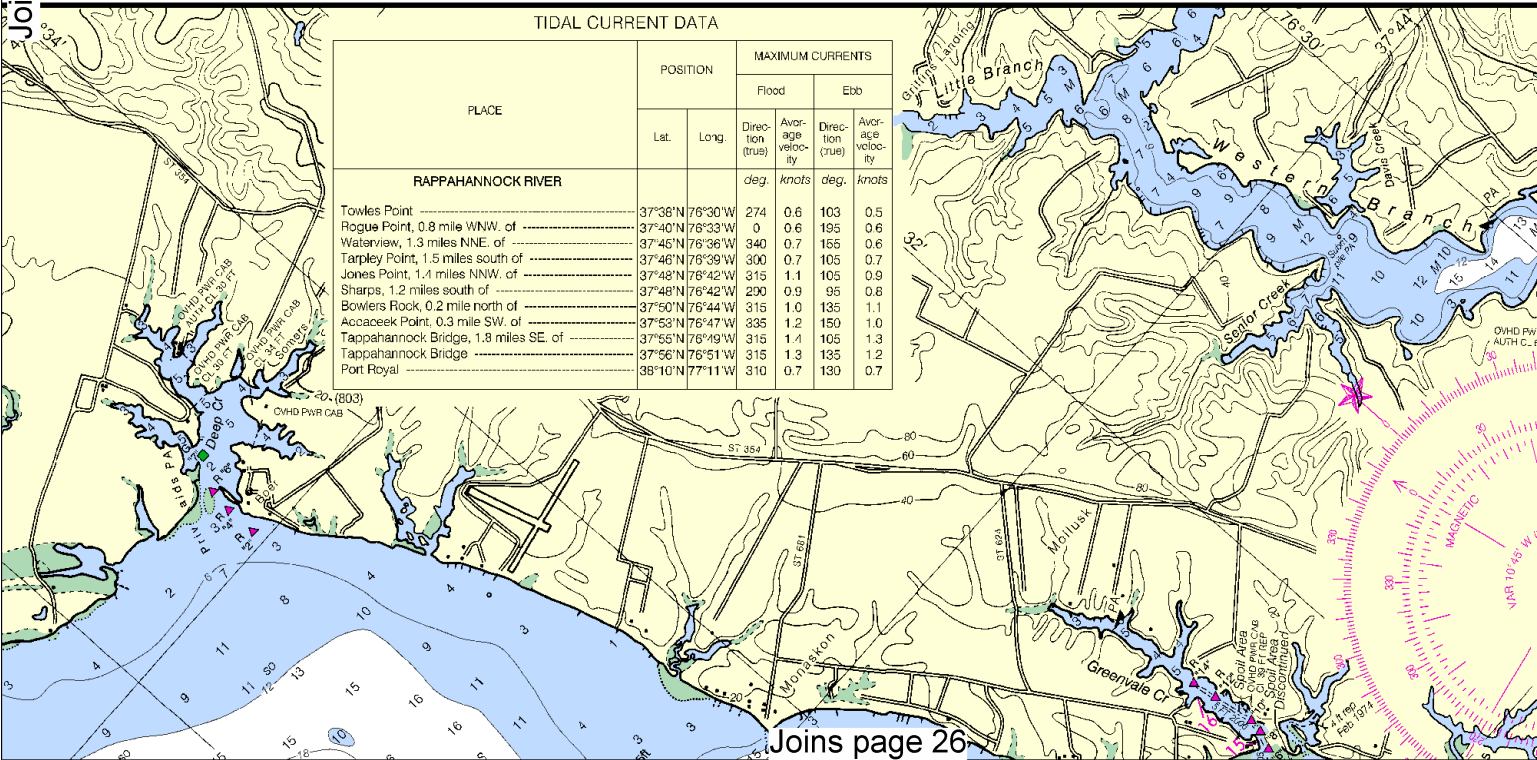
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Joins page 20





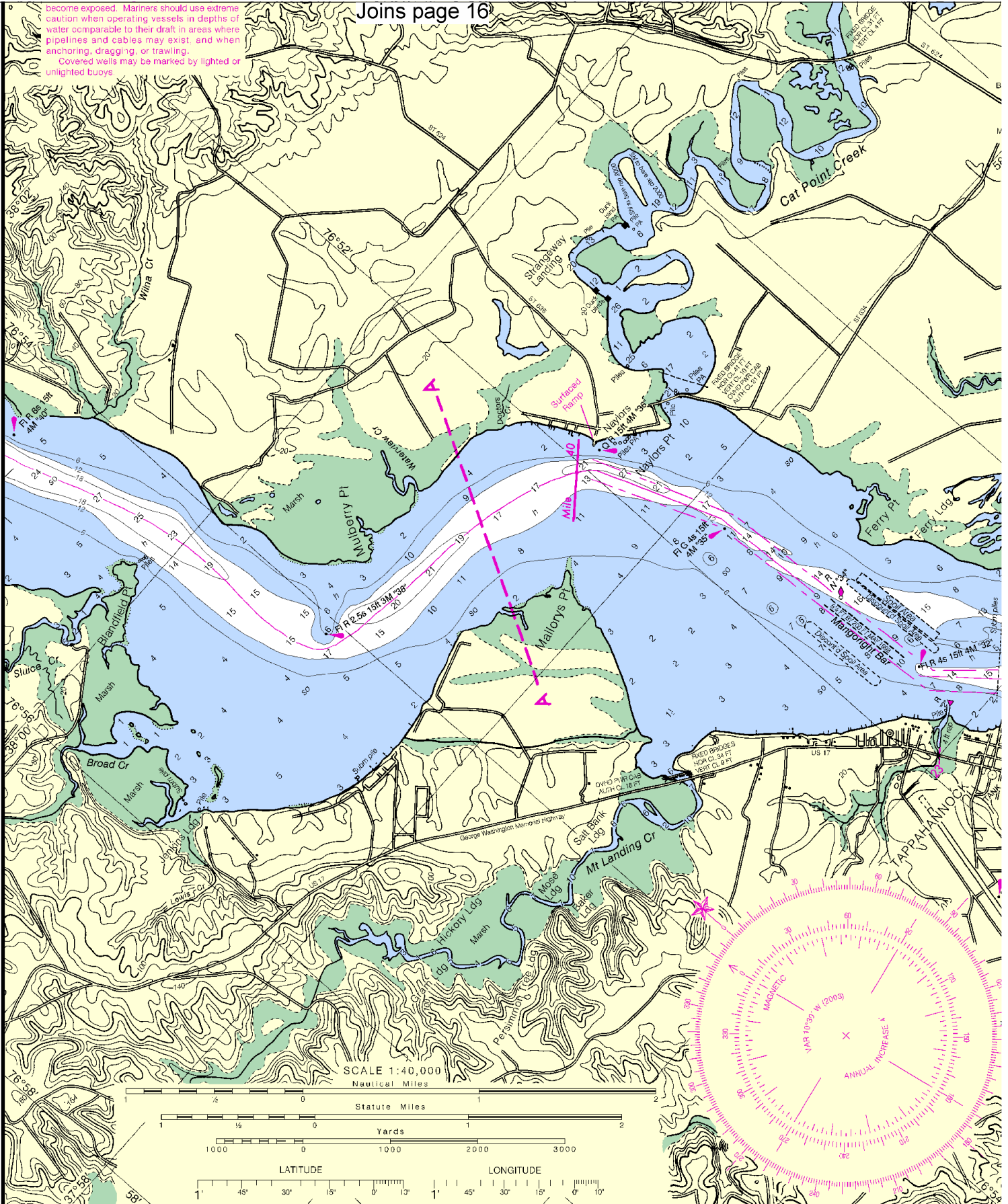
Joins page 19





become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

SIDE A  
JOINS SIDE B



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22



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

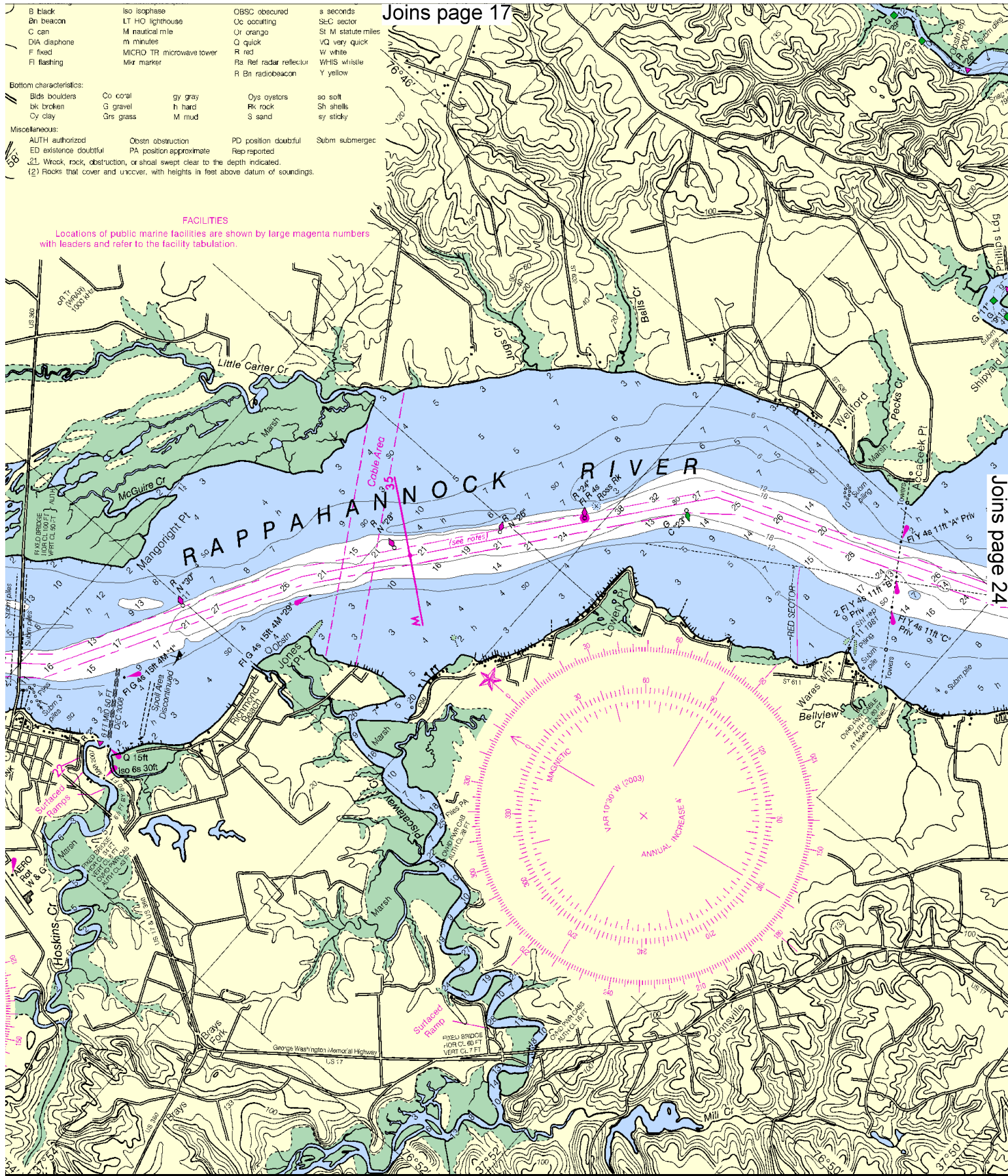


B black  
 Bn beacon  
 C can  
 DIA diaphane  
 F fixed  
 FI flashing  
 Iso isophase  
 LT HO lighthouse  
 M nautical mile  
 m minutes  
 MICRO TR microwave tower  
 Mkr marker  
 OBSC obscured  
 Oc occulting  
 Or orange  
 Q quick  
 R red  
 Ra Ref radar reflector  
 R Bn radiobeacon  
 s seconds  
 SEC sector  
 St M statute miles  
 VQ very quick  
 W white  
 WHIS whistle  
 Y yellow  
 Bottom characteristics:  
 Bld boulders  
 bk broken  
 Cy clay  
 Co coral  
 G gravel  
 Grs grass  
 gy gray  
 h hard  
 M mud  
 Oys oysters  
 Rk rock  
 S sand  
 so soft  
 Sh shells  
 sy sticky  
 Miscellaneous:  
 AUTH authorized  
 ED existence doubtful  
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

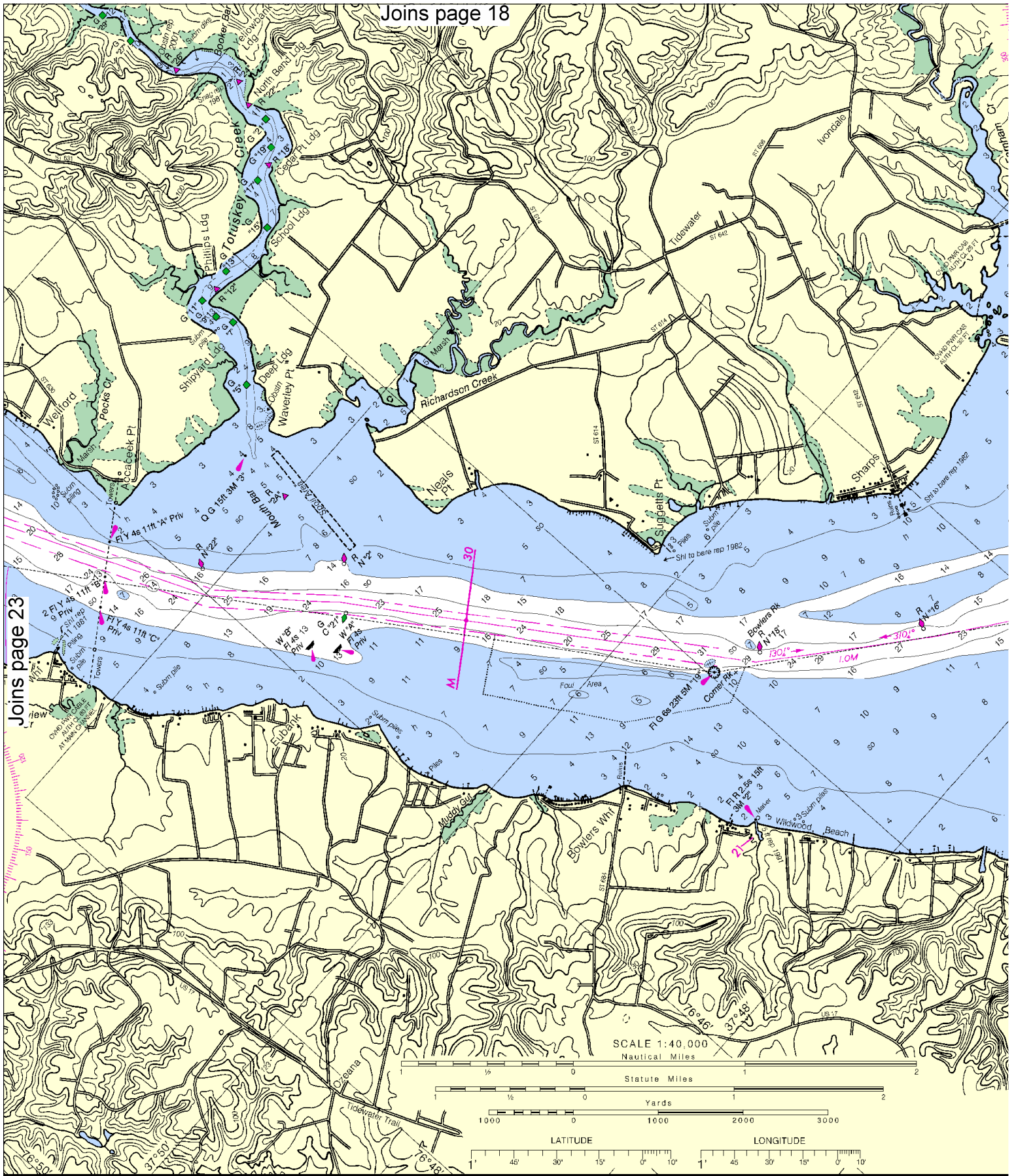
Joins page 17

#### FACILITIES

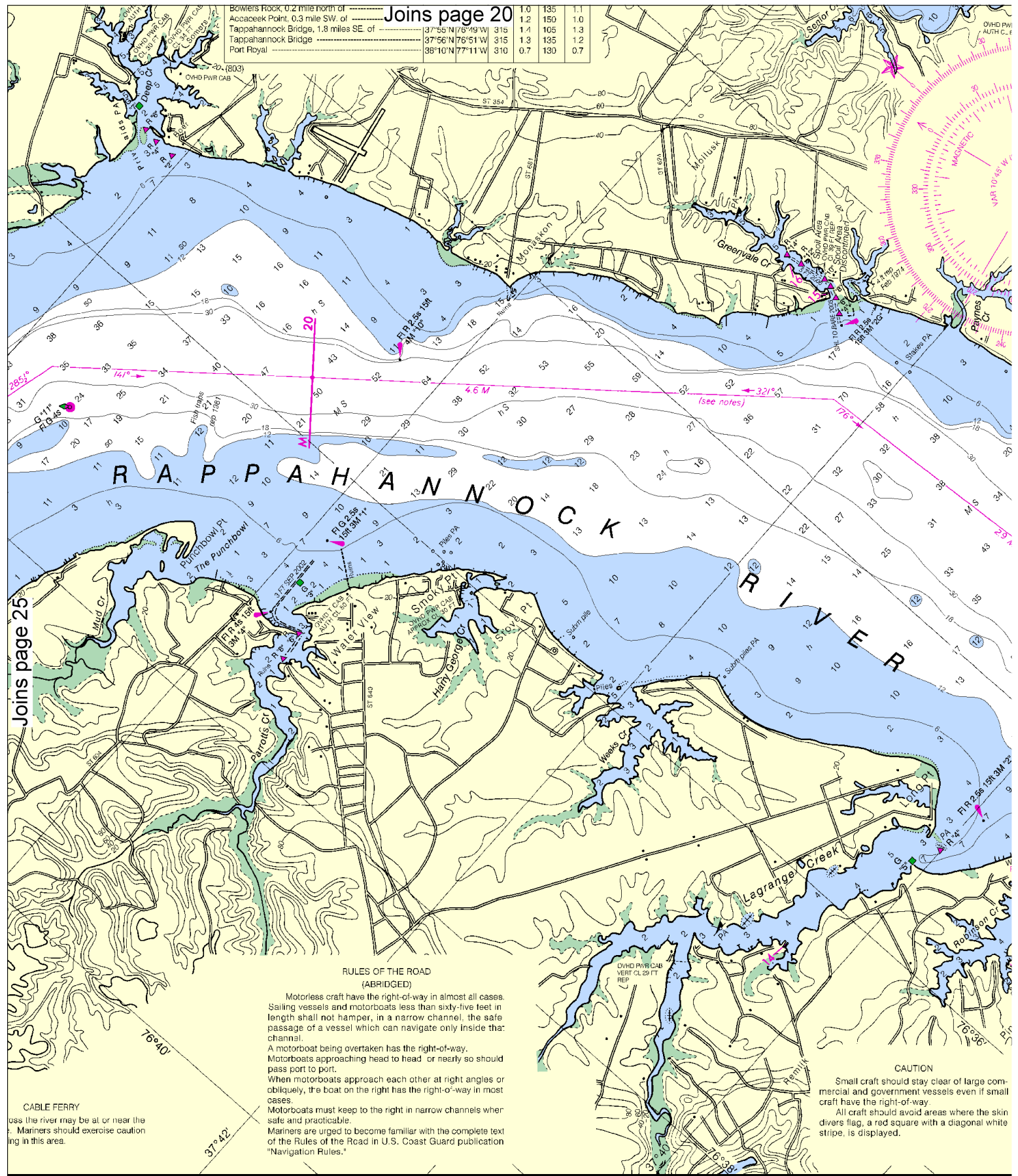
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

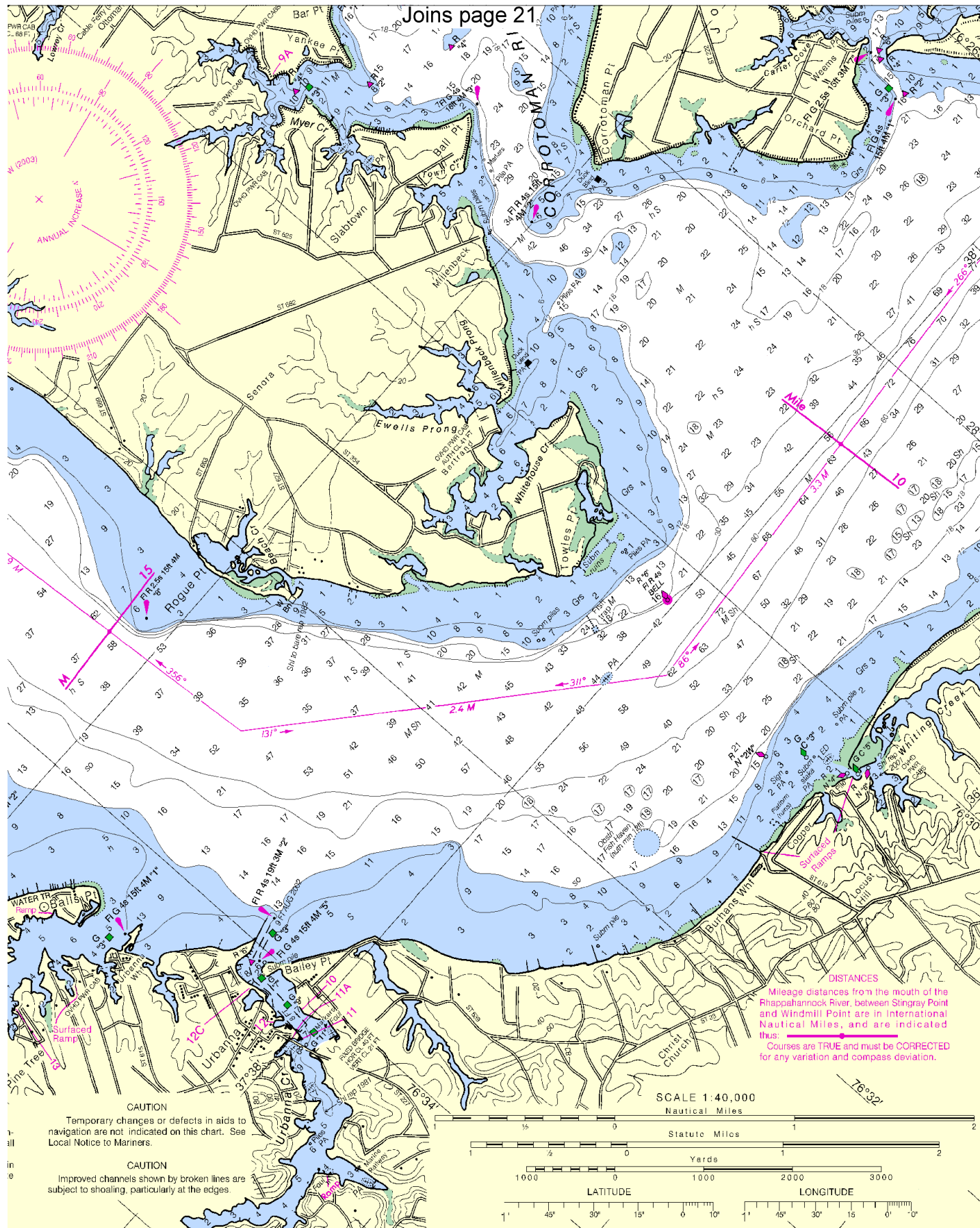


Joins page 24









## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Crisfield** – 410-968-0323

**Coast Guard Milford Haven** – 804-725-2125/3732

**St. Inigoes** – 301-872-4344/4345

**Virginia Marine Police** – 800-541-4646

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker